

EXCLUSIVE Q&A

MIKE JORDAN

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MOTORSPORT NEWS

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The national racing treasure tackles the MN readers' questions, page 20

FIA says it could install a new grand prix race chief in time for 2022 opener in March

MASI TIPPED TO LOSE ROLE AS FORMULA 1 RACE DIRECTOR



F1 field could be overseen by a new race director

By Matt James

Bosses of grand prix racing have hinted that Michael Masi's reign as Formula 1 race director could be over after the controversy surrounding the final race of the year in Abu Dhabi last December.

The governing body has launched a review into the dying moments of the 2021 campaign when two rules regarding the deployment of the safety car and the restart of the race were not followed correctly.

The upshot was that Red Bull's Max Verstappen was able to overtake Mercedes driver Lewis Hamilton on the last lap to claim his first World championship.

The FIA's new head of F1 Peter Bayer said: "Michael did a super job in many ways. We have told him that. But also, there is the possibility there could be a new race director."

The FIA is due to report to teams next week on changes to the safety car regulations to make sure this type of incident does not happen again.

Hamilton has threatened to walk away from grand prix racing if the situation remains unchanged.

Full report page 4



Masi: removed?

THE VOICE OF BRITISH MOTORSPORT
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NEWS**

RETRO

**HOW PORSCHE
CREATED A
GROUP C ICON**

When the German firm ripped up endurance racing **p18**



INTERVIEW

**HILL'S BIG BTCC
AMBITIONS
FOR 2022**

Why WSR BMW chance will boost tin-top star **p32**





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SPARES

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Caliper mount brackets, suit AP

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SPARES

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COMMENT

Photos: Motorsport Images, mcklein-imagedatabase.com



Who knew that this late-race safety car period would define the F1 fight in 2021?

TIME FOR CHANGE AT THE TOP OF F1

It was almost unthinkable that there wouldn't be a root-and-branch change in the way grand prix races were operated in 2022 after the debacle that was the Abu Dhabi Grand Prix in December last year. It seems the FIA's solutions will be very sensible ones, it is just a shame that Formula 1 had to go through such a public meltdown to get to this point.

Michael Masi's position was untenable from the moment he let a limited number of backmarking cars unlap themselves at Yas Marina. What hurts the most for the motorsport fan is that Formula 1 had a golden opportunity to showcase itself on a global platform. The sparks that flew in the 2021 contest between Max Verstappen and Lewis Hamilton had a fresh generation of eyes tuning in to see the showdown; it was all people were talking about in the build-up to the finale.

Instead, F1 – and specifically Masi – shot itself in the foot. The mess over the removal of the safety car at the end of the race is hard to swallow because it wasn't a judgement call, like a referee might make in football or rugby for example. The rules were written in black and white and there should have been no need for 'interpretation'. Do as it is written in the rulebook and everything would have been fine.

It is for that reason things needed to change and they seem set to by the time the opening grand prix takes place in Bahrain in March. It is just a pity that F1 had to wage such a public and ugly war to get here in the first place.

In this issue, Nick Garton takes a look at a new online timing system that is set to revolutionise club-level rallying and we reflect on 40 years of one of sportscar racing's most iconic machines ever, the Porsche 956. Growing up on a diet of Group C, those early Porsche 956s seemed so other-worldly to a motorsport-obsessed kid, and I'm glad the flat-six powered racers have stood the test of time.

Mike Jordan, a GT champion and tin-top racer, has become a hero of the Goodwood events and he pulls up a chair to tell us he is so much more than a racing dad to 2013 BTCC title winner Andrew. Graham Keilloh investigates the success of Citroen C1 racing in the UK, and we also speak to up-and-coming British Touring Car Championship racer Jake Hill.

Also in this issue, we launch the latest in our monthly polls. This time we are on the hunt to uncover your favourite Scottish motorsport hero. See page 29 to check out our shortlist of 10 superstars and go online to register your vote. Also, go to page 30 to see the results of our most missed UK race series poll.

Matt James

Editor, Motorsport News
matt.james@kelsey.co.uk



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Race director could be replaced as grand prix racing's chief



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British racing hero and champion tackles the MN readers' posers



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Who is your favourite Scottish ace?

MN launches a month-long poll to discover the most-loved Scottish racer

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INTERVIEW: Jake Hill's new touring car challenge

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RACING NEWS

RACE CONTROL REVAMP TO IRON OUT CONTROVERSY IN FORMULA 1 FOR 2022

Tweaks to the way grands prix are operated are on the way for new year



F1 races will compete amid reworked rules

By Matt James

The FIA is considering a move to split up responsibilities in the Formula 1 race control room after the controversy that engulfed the end of the 2021 season. F1 race director Michael Masi's position is in jeopardy after the mishandling of the safety car procedure and subsequent restart of the title-deciding Abu Dhabi Grand Prix in December. The result was that Max Verstappen was in a position to overtake Lewis Hamilton and claim his first World championship on the final lap in the Middle East. Peter Bayer, the FIA's new head of F1, has hinted that Masi will be replaced as race director for the start of the 2022 season in Bahrain on March 20. He also told an Austrian journalist that the way grands prix are operated could be altered in the future. Bayer said: "[We are looking at] dividing the various tasks of the race director, who is also sports director,



Masi: 2022 position in doubt

safety and track delegate. That was simply too much. These roles are divided between several people. This reduces the burden on the race director." As well as that change, Bayer admitted that there would be alterations in the communications between the teams and the race director during the grands prix themselves. Team bosses will no longer be able to talk directly to the race director. He said: "The team managers will still be able to [communicate with a representative of race control] – they have to be able to ask questions," Bayer said. "We want to build in a buffer with an employee who accepts these requests. "In the future, the race director will be able to concentrate on his task and will no longer be distracted." Bayer will advise the FIA on any alterations to the safety car procedure, and these will be sent to all the teams next week. They are due to be officially rubber-stamped by the FIA World Council that will meet on March 18, two days before the opening GP of 2022.



The last Singapore GP, won by Sebastian Vettel, took place in 2019

SINGAPORE GP BOSSES SIGN LONG-TERM DEAL FOR F1 ROUND

Formula 1 will continue to race in Singapore through to the end of 2026 after grand prix bosses and track chiefs inked a new deal. The race in the Far East, which has not been held since 2019 due to the coronavirus pandemic, is due to return the 2022 schedule on October 2. The new deal was signed with the national government, which rubber-stamps the fact the 2022 race will take place. A statement said: "All parties will work closely together with relevant government agencies and industry stakeholders to refine and implement

appropriate protocols to prioritise the health and safety of all participants, staff, fans and the community." F1 president Stefano Domenicali said: "Singapore holds a special place on the F1 calendar, and this extension is part of our long-term commitment to continue to grow the sport in Asia." The statement said the race organisers would work with the country's tourism board "to reduce the carbon footprint of the Singapore race as part of a transition to more sustainable business models and to be in line with the sustainability goals of Formula 1". F1 has pledged to becoming net-zero carbon as a sport by 2030.



AlphaTauri will benefit from deal

HONDA TO CONTINUE RED BULL POWER SUPPLY

Japanese giant Honda will continue to supply championship-winning team Red Bull with complete power units until 2026, reversing a previous decision. Honda had announced that it would supply motors to the Milton Keynes-based team from 2022 and allow the squad's Red Bull Powertrains division to run them. RBP was due to build the engines from Honda parts until new engine regulations came in in 2026. Now, however, the Japanese firm will continue to deliver complete powertrains to Red Bull and sister team AlphaTauri until the end of 2025. Red Bull advisor Helmut Marko told Austrian magazine Autorevue: "We have now also found a completely different solution to the one originally envisaged. "The engines will be manufactured in Japan until 2025, we will not touch them at all. That means that the rights and all these things will remain with the Japanese, which is important for 2026 because it makes us newcomers." Marko added that Max Verstappen's World title success in 2021 had prompted a rethink from Honda and it would give RBP more time to focus on the 2026 rules. Marko added: "It was initially planned that they would only make our motors for 2022. Now it has been decided that this will continue until 2025, which is of course a huge advantage for us. This means we only have to make fine adjustments and calibrations."



F1 cars raced around a car park in Las Vegas to decide the 1982 title

GRAND PRIX HEADS EYE A RACE IN LAS VEGAS

Reports suggest that Las Vegas is in contention to host America's third Formula 1 race in the future. Talks between the sport's bosses and the Las Vegas Convention and Visitors Authority are centred around a new street track that will use a section of the city's famous strip. The race could take place from 2023. It would be the third race in the USA alongside the round at the Circuit of the Americas in Austin, Texas, and the planned race on the streets of Miami in Florida. It is believed that Formula 1's stakeholders are in favour of the plan to ramp up the presence of the grand prix show in the United States, but the addition of any further events is likely to put pressure on the overloaded calendar. Formula 1 will feature an unprecedented 23 rounds in 2022.



W Series has expansive calendar

W SERIES HEADS TO FAR EAST FOR SEASON THREE

The third W Series competition in 2022 will feature eight F1 support races and a race in Japan for its first trip to Asia. The calendar will begin with a round on the new circuit in the grounds of the Miami Dolphins' home stadium on the first weekend of May and conclude, as it did in 2021, with a race in Mexico City. The Alfa Romeo-powered machines will feature as part of the support package at the British Grand Prix on July 1-3 while the category's first Japanese race will be at Suzuka on October 7-9. Series boss Catherine Bond Muir said: "W Series' expansion continues with the announcement of our 2022 race calendar which will see us visit more circuits and countries in a single season than ever before. "Last year, we began a landmark partnership with Formula 1 and our talented grid of female racing drivers proved that they belong on motor racing's greatest stage." British racer Jamie Chadwick has won the previous two titles but has yet to confirm her plans for 2022.

2022 CALENDAR	
W Series	
DATE	VENUE
May 6-8	Miami, USA
May 20-22	Barcelona, Spain
July 1-3	Silverstone, UK
July 22-24	Paul Ricard, France
July 29-31	Budapest, Hungary
October 7-9	Suzuka, Japan
October 21-23	Austin, USA
October 28-30	Mexico City, Mexico

RACING NEWS



Herta: open to F1 swap

HERTA SAYS F1 REMAINS A DREAM FOR THE FUTURE

IndyCar star Colton Herta says a challenge in Formula 1 is on his radar in the future.

The 21-year-old drives for Andretti Autosport in the US single-seater series and was part of the now failed discussions of Andretti’s buy-in to the Alfa Romeo grand prix team. Despite missing out on that chance, Herta, who won the LMP2 division at last weekend’s 24 Hours of Daytona, said that grand prix racing was still on his wish list. Herta was fifth in last season’s IndyCar standings.

“It needs certain timing. Formula 1 is one of those things. If you’re 28, you’re not going to Formula 1, unfortunately,” said Herta. “That’s just how it works. The time is right for me if I got the opportunity. I’d have to have a good think about it, but I most likely would do it because I want to run in Formula 1 at some point.”

JARVIS AND BLOMQVIST TAKE GLORY IN HARD-FOUGHT 24 HOURS OF DAYTONA

Meyer Shank Racing Acura prototype crew prevail after nip-and-tuck end to Florida classic

Photos: Motorsport Images



MSR quartet won 24 Hours of Daytona

By Matt James

Britons Oliver Jarvis and Tom Blomqvist helped to spearhead a tense victory for Meyer Shank Racing at last weekend’s 24 Hours of Daytona in Florida.

The British pair, teamed with Indy 500 winners Helio Castroneves and Simon Pagenaud, claimed the win by just over three seconds as a safety car with just two hours remaining meant four cars were in contention in the latter portion of the twice-around-the-clock classic.

Blomqvist took the lead with just over an hour left and then handed over the Acura DPi to Castroneves to reach the flag. The Brazilian fended off a late push from Loic Duval’s Cadillac (shared with Tristan Vautier, Richard Westbrook and Ben Keating), until the latter was forced into a late stop and ended up in third place.

Castroneves eventually led home the Wayne Taylor Racing Acura of Ricky Taylor, Filipe Albuquerque, Alex Rossi

and British driver Will Stevens.

Four cars also finished on the lead lap in LMP2. Fifth place overall gave the win to the Oreca 07 of Eric Lux, Devlin DeFrancesco, Pato O’Ward and Colton Herta after a last-gasp overtaking move by Herta. LMP3 spoils went to the Ligier of Gar Robinson, Felipe Fraga, Kay van Berlo and Michael Cooper.

The GTD Pro division featured huge drama with a last-lap collision between Pfaff Motorsport Porsche driver Mathieu Jaminet – sharing with Matt Campbell and Felipe Nasr – and the KCMG Porsche of Laurens Vanthoor. Jaminet retained the lead while Vanthoor’s Porsche, which he shared with Patrick Pilet, Dennis Olson and Alexandre Imperatori, crossed the line in third place behind the Ferrari 488 of Alessandro Pier Guidi, James Calado, Daniel Serra and Davide Rigon.

The GTD class win was taken by the Porsche 911 GT3 R Ryan Hardwick, Zacharie Robichon, Jan Heylen and Richard Lietz.

LE MANS AND DAYTONA REVEAL JOINT NAMING VENTURE

The Bus Stop chicane at Daytona and the first Mulsanne chicane at Le Mans have been renamed to enhance the links between American sportscar body IMSA and the French track’s bosses the Automobile Club de l’Ouest.

The Stateside sportscar series and the ACO-promoted World Endurance Championship will

converge rules in 2023 at the start of a decade-long agreement. The switchback in Florida has been renamed the Le Mans chicane, while the first break on the Mulsanne straight will be called the Daytona chicane.

IMSA president John Doonan said: “The spirit of partnership between the IMSA and Daytona International Speedway

team in Daytona Beach and the ACO in Le Mans has never been stronger.

“Between the convergence for the top category of prototype racing, the recent 10-year extension of the IMSA-ACO partnership and with the introduction of the Le Mans and Daytona Chicanes, we are embarking on an amazing new era of sportscar endurance racing.”



Daytona’s Bus Stop chicane has now been renamed as Le Mans

FORMULA E: SAUDI ARABIA BY SAM SMITH

JANUARY 28-29



Mortara (inset above, left and above) claimed the second race win



De Vries (right) gets roughed up by Vergne in race two battles

DE VRIES AND MORTARA TAKE FORMULA E OPENERS IN RIYADH

Mercedes-powered cars took a clean sweep at the opening Formula E races in Riyadh, Saudi Arabia last weekend as Mercedes EQ’s Nyck de Vries and Venturi’s Edoardo Mortara claimed victories.

Reigning champion De Vries took the first win under the floodlights on Friday evening as he capitalised on team-mate and polesitter Stoffel Vandoorne fluffing his second attack mode activation.

The ex-McLaren F1 driver appeared to be controlling the pace but failed to trigger one of the three transponder loops at the Turn 18-19 complex, allowing the sister Mercedes through to a comfortable win.

Last season’s rookie of the year Jake Dennis came off the better in an often-fraught battle with Porsche’s Andre Lotterer to complete the podium in his Andretti-entered BMW. Jaguar’s Sam Bird pushed Dennis all the way but eventually had to settle for fourth place at the venue he had won twice before.

Mahindra’s Oliver Rowland was involved in a chaotic dice with

Envision Audi driver Robin Frijns that featured multiple contacts between the pair before the British ace was speared off into the barriers and into retirement. The pair were both penalised for the incident.

The second race on Saturday night was much more chaotic with poleman De Vries at first seemingly on his way to a rare Formula E double.

But at mid-distance he was overtaken by Venturi pair Lucas di Grassi and Edoardo Mortara.

Then Frijns and DS Techeetah’s Jean-Eric Vergne also vaulted the slowing Dutchman who eventually came in a dejected 10th after losing pace on a quickly evolving surface.

The race for the lead became an intra-Venturi affair as Mortara put a clean pass on his team-mate. But with Frijns also taking di Grassi and closing on to the back of the Swiss-Italian street racing specialist, a grandstand finale looked to be brewing.

But with 10 minutes remaining Alexander Sims crashed his Mahindra and a botched attempt at recovering the damaged car

resulted in the race reaching an anti-climax behind the safety car.

It ensured that Mortara celebrated his third Formula win, with Frijns second and di Grassi in third position.

Results

Formula E

When: January 28-29 **Where:** Riyadh Street Circuit, Saudi Arabia

Round 1: 1 Nyck De Vries (Mercedes-EQ Formula E Team) 41 laps in 52m14.642; 2 Stoffel Vandoorne (Mercedes-EQ Formula E Team) +0.636s; 3 Jake Dennis (Andretti Formula E Team) +8.802s; 4 Sam Bird (Jaguar TCS Racing) +14.925s; 5 Lucas Di Grassi (Venturi Racing) +15.152s; 6 Edoardo Mortara (Venturi Racing) +16.015s; 7 Nick Cassidy (Envision Racing) +17.265s; 8 Jean-Eric Vergne (DS Techeetah) +25.076s; 9 Oliver Askew (Andretti Formula E) +25.699s; 10 Mitch Evans (Jaguar TCS Racing) +27.320s. **Pole:** Vandoorne. **Fastest lap:** Cassidy 1m09.207s (80.65mph).

Round 2: 1 Mortara 35 laps in 47m02.131s; 2 Robin Frijns (Envision Racing) +0.451s; 3 di Grassi +0.912s; 4 Andre Lotterer (Porsche Formula E Team) +1.125s; 5 Dennis +1.646s; 6 Vergne +3.166s; 7 Vandoorne +3.568s; 8 Oliver Rowland (Mahindra Racing) +4.235s; 9 Pascal Wehrlein (Porsche Formula E Team) +4.962s; 10 De Vries +5.294s. **Pole:** De Vries. **Fastest lap:** Bird 1m08.723s (81.21mph).

Championship positions (after 2/16 rounds): 1 Mortara 33; 2 De Vries 29; 3 Vandoorne 28; 4 Dennis 25; 5 De Grassi 25; 6 Frijns 18.

RACING NEWS

MSV OFFERS £20K GB4 PRIZE FOR TOP FF1600 TEENAGER

Talented teenager from National Formula Ford to get cash boost via three-way shootout thanks to “amazing gesture” by MSV



Cash towards a GB4 season is up for grabs

By Graham Keillor

MotorSport Vision is offering a £20,000 prize fund for a top teenager from this year's National Formula Ford championship to assist their slicks-and-wings graduation to the new GB4 championship.

The prize will go to one of the top-three teenage drivers in the British Racing and Sports Car Club's National FF1600 championship final standings. The trio will be invited to a three-way shootout from which the winner gets the cash towards 2023's GB4 campaign.

Any National Formula Ford driver who will be 19 years of age or under by the end of 2022 is eligible. GB4 is introduced this year by MSV as an affordable entry-level single-seater category.

BRSCC chairman Peter Daly said: “Our hugely successful 2021 Formula Ford Festival has once again shown the racing world that top-class Formula Ford 1600 racing is in great health, and that the formula still offers the most viable and cost-effective first step



FF1600 talent has chance

on the ladder to success in higher levels of single-seater car racing.

“This amazing gesture by Jonathan Palmer and his MSV organisation will give a talented young BRSCC FF1600 driver an opportunity to showcase their skills in the GB4 championship with the comfort of knowing that £20,000 of their season's costs are already covered.”

MSV chief executive Jonathan Palmer added: “At MSV we're very passionate about assisting young drivers in achieving their goals through cost-effective single-seater racing. Through our GB3 championship and its immediate predecessors we've created an outstanding value pathway. Our new GB4 championship now extends that pathway with an even more affordable first step.”



Faria makes switch

GB3'S FARIA AND SAGRERA SWITCH TO CARLIN

Carlin has completed its 2022 GB3 driver line-up with Roberto Faria and Javier Sagrera both switching from rival teams to join Callum Voisin in the squad's three-strong attack.

Brazilian Faria, 18, competed in GB3 last year for Fortec and finished fifth in the standings, taking a race win at Spa and eight other podium finishes. Spaniard Sagrera, also 18, with Elite took 10th in the table with a best result of second from the Brands Hatch season opener.

Carlin drivers have won the title in GB3 and its predecessor BRDC British Formula 3 in four of the last five seasons. And Faria for one has his sights on this year's crown.

“I know that we will be able to fight together to be race winners and title contenders,” he said. “I'm really looking forward to racing with the new chassis and I believe my experience in the championship so far will mean that we are able start the year off in a strong position and continue to build from there.”

Team boss Trevor Carlin added on Sagrera: “Javier is an incredibly mature driver and his professional approach both in and out of the car surpasses his experience. He has a great deal of potential and I look forward to seeing him progress throughout testing.”

PEARSON TARGETS BRITISH F4 RETURN AFTER CANCER

Joel Pearson is looking to return to the British Formula 4 championship this year 12 months on from stepping back from his planned debut campaign due to cancer.

Ginetta Junior graduate Pearson was set for his freshman British F4 season last year with Argenti Motorsport but had to withdraw after discovering he had pelvic bone cancer. It was of a rare form and a crowdfunder started by his sister raised over £30,000 for his treatment in Germany.

The 17-year-old late last month tested a 2021-spec British F4 car with Argenti at Donington Park, his first time behind the F4 wheel since his diagnosis.

Pearson told Motorsport News: “I want to do F4 this year, that's what the goal is.” He added that he is actively working on a deal and his intention is to race with Argenti. “I'm just trying to get everything together and once everything's ready it'll all start,” he continued.

“I'm feeling very good at the

moment, feeling fit, ready to get back to it really.

“During my treatment I've always been talking to Argenti, asking how I am and things, and always the question is ‘when are we going to get back in the car?’”

“It [the test] went very well, went back into it and the pace was very good. Feeling the power and the grip again was really nice. It felt awesome.”

Pearson added his motorsport community support during his treatment was “immense”.



Pearson was back in an F4 car with Argenti team

NEW BRITISH F4 CAR MAKES BOW



British Formula 4's all-new car for 2022 – the Abarth-powered, Pirelli-shod, generation-two Tatuus T-421 – hit the track for the first time last week in the hands of Virtuosi Racing and its new driving recruit Edward Pearson at Brands Hatch. Virtuosi also makes its British F4 debut this year and its team manager Mark Salmon said: “The car itself is fantastic for this level. Today [has] gone flawlessly. I have a feeling the championship is going to have quite a few people talking this season.”

FEMALE RACER HANNAH SIGNS AS GB4 SERIES' FIRST DRIVER

Formula Ford racer Logan Hannah has been confirmed as the first driver signed to race in the inaugural GB4 championship this season.

Logan joins the series with Graham Brunton Racing that she also raced with at the recent Formula Ford blue-riband events the Festival and Walter Hayes Trophy.

The 20-year-old graduated from karting into Formula Ford in 2018, and won the prestigious David Leslie Trophy at Knockhill in 2020. Hannah also made UAE F4 appearances in 2018 and '19.

Hannah said: “Having competed in the UK National and Scottish Formula Ford 1600 championships for three seasons, I feel that I am ready to move up to the more sophisticated formula.

“GB4 is a tremendously exciting new championship that will progress aspiring drivers forwards in single-seater racing and I'm very proud to be involved at this early stage.

“Graham [Brunton] and his son Craig have looked after me for a number of years now and they have at all times been totally supportive – and they wield a mean spanner.”



Hannah: first to join GB4

RACING NEWS

GT STAR GOUNON JOINS LOGGIE IN BRITISH GT

Loggie's title effort in a RAM Mercedes will be supported by Spa 24 Hour and Bathurst 12 Hour winner

Photos: Mercedes/Daimler, John Creech, Praga, Jakob Ebrey,



Loggie seeks overall title at last in RAM Merc

By Graham Keillon

GT superstar Jules Gounon will join the British GT grid this year supporting the title bid of frontrunning Am driver Ian Loggie in a RAM Racing Mercedes-AMG GT3.

Loggie won the Pro-Am title sharing a RAM Mercedes with Yelmer Buurman in both 2020 and '21, and last year they narrowly missed the overall championship.

For 2022 Loggie and RAM welcome 27-year-old Mercedes factory racer Gounon who will dovetail with his GT World Challenge Europe efforts. He misses two British GT events due to commitments in Germany, and RAM is examining potential stand-ins.

Loggie said: "Looking at the entry list so far, I'm sure the competition will be even fiercer than in years gone past. In the GT3 world [Gounon is] one of the best around. RAM Racing is a very experienced team that has such a dedication to turning out a faultless piece of machinery. This year I believe we have 'the magic sauce' ingredients to become



Gounon will help title push

overall British GT champions."

RAM boss Dan Shufflebottom added: "Ian knows this championship inside out by now, and he was incredibly unlucky not to win it last year. He has the speed and the consistency, and with a driver like Jules alongside him it will hopefully be the final piece of the puzzle this year."

Euan Hankey and Mia Flewitt meanwhile will complete the full British GT calendar this year in a McLaren 720S GT3 with newly formed GT3 team 7TSIX. The 2020 GT4 Pro-Am champion pair entered three rounds in a GT3 McLaren last year.

GINETTA G40 CUP TOP TWO IN GT ACADEMY SWITCH

The top-two drivers from 2021's Ginetta G40 Cup Marc Warren and Thomas Holland are moving into Ginetta GT Academy competition this season with Raceway Motorsport.

Raceway embarks on its first full GT Academy campaign after a one-off appearance last season, and targets title glory in a third Ginetta series following GRDC and G40 Cup successes.

Reigning G40 Cup champion Warren, who with Raceway beat 19-year-old team-mate Holland to the crown, will seek his own third Ginetta championship after also winning 2020

GRDC Rookie honours.

Warren said: "After two seasons racing the Ginetta G40, this feels like a natural step forward for my racing career."

Holland added: "The new car should present a new set of challenges which I look forward to overcoming, especially the aero which is something I have very little experience with. I want to go for the championship."

Multiple champion Datum Motorsport meanwhile makes its one-make Ginetta debut in GT Academy this year with Maurizio Sciglio and Marco Anastasi, who both starred in 2021's MSVR Elise Trophy with the team.



Warren (left) and Holland (centre) will step up together



Combe club wants to use its experience more widely

COMBE LINKS WITH GT & SPORTS CAR CUP AND MIGHTY MINIS

Castle Combe Racing Club is expanding its activities via a closer collaboration with GT & Sports Car Cup and the Mighty Mini championship to assist their administration.

This is part of a broader CCRC plan to use its race-organisation experience and infrastructure to help other racing categories, and it becomes the club with which both the contests will register with governing body Motorsport UK. Both categories also race regularly at Combe.

CCRC competitions director Steve Weston told Motorsport News: "We had a three-year plan and part of that was to expand the club into other revenue streams, so that we were diversifying to help the club grow."

"As a club we've since the

inception run our three home championships and we introduced Hot Hatch series a few years ago, it was deemed to be a natural progression to take on some outside clubs and do their administration and hopefully bring the club to the forefront a bit more."

Mighty Minis boss Rodger Tello said: "The move to Castle Combe Racing Club fits perfectly with our vision, and one that best suits the needs of the drivers and the championship as a whole."

Weston added that CCRC's planned growth includes competing at other tracks. "A natural progression would be an away round, because quite a few of our guys have never raced anywhere else," he noted.

MUTCH CONFIRMED AS BROADBENT'S PRAGA PARTNER

Gordie Mutch has been confirmed as YouTuber and sim racer Jimmy Broadbent's driving partner in this year's inaugural one-make Praga Cup for the high-performance R1.

Ginetta graduate Mutch, 19, and 2021 Britcar rookie of the year Broadbent paired up in an R1 in last year's Britcar Praga finale at Donington Park and took a double win. Mutch also was Broadbent's driver coach for much of '21. They now pair full time in a factory R1 for the Praga Cup kicking off at Silverstone next month.

Mutch last year was also selected for Praga ambassador Romain Grosjean's R8G esports team,

and details of a new partnership between Praga and R8G for blue-riband racing events this season with a dedicated R8G-run Praga will be revealed soon.

Praga Cars' managing director Mark Harrison said: "For us, the existing relationships that both we and Gordie have with Romain Grosjean and Jimmy Broadbent, on and off track, add positive meaning and momentum to our own ambitions to continue to bridge the gap between sim and real racing."

Mutch said: "[Broadbent and I] learned a lot about the car over the course of last season."



Broadbent (l) continues race-winning duo with Mutch

CHAMPION TEAM CENTURY FOR GT ACADEMY

Reigning British GT4 champion and multiple Ginetta champion Century Motorsport is expanding into Ginetta GT Academy this year with a four-car entry.

Century is one of the most successful teams in Ginetta history with G50 Cup, GT4 Supercup and

GT5 Challenge titles. It now seeks success in a fourth Ginetta category with championship returnees Tom Hartley Jr, Edward Acres and Lee Goldsmith, plus newcomer Michael Johnston.

Hartley Jr and Acres step up to the GTA class after launching

their racing careers in GT Academy's rookie class last year and both took class podiums.

Goldsmith, meanwhile, embarks on his fifth Ginetta season. He has GRDC, G40 Cup and GT4 Supercup experience plus took a GT Academy GTA

class podium last year.

Century boss Nathan Freke said: "The championship has been on our radar since last year after seeing what a success it was. We aim to offer a ladder of progression within the team and the GTA is the very first rung."



Freke (centre) takes on new Ginetta contest with Century

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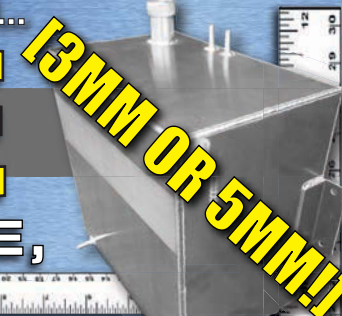


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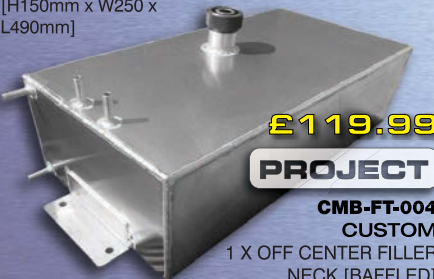
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RALLY NEWS

ROAD POSITION BOOST AS BREEN HEADS TO SWEDEN

Irishman on the hunt for more points on second WRC event of 2022 in his M-Sport Rally1 Puma

Photos: M-Sport, mcklein-imagedatabase.com



M-Sport's man knows points will be crucial



Breen is prepared for a very different challenge on Rally Sweden

By Graham Lister

Craig Breen has been handed an unlikely helping hand in his bid to bag back-to-back World Rally Championship podiums.

With Sebastien Loeb and Ogier not contesting Rally Sweden later this month after they finished first and second on the Monte Carlo Rally, Breen looked set to open the road in Scandinavia by finishing

as the next-best driver on the season opener in his M-Sport Ford Puma Rally1.

But the five points Toyota's Kalle Rovanger secured for winning the first Powerstage of the year last month, to go with the 10 points he banked for finishing fourth behind Breen, means it's the Finn and not the Irishman who tops the title order after the opening round.

As a result, Rovanger will start first on leg one in Sweden with Breen one place

further back. Although a lower running order would have been more beneficial in the event of optimal wintry conditions – namely a solid ice base and only a light coating of fresh snow – the fact Breen will have Rovanger's Yaris running ahead of him could prove decisive to the outcome in Umea, Rally Sweden's new home from February 24-27.

"It's going to be a different rally in

Sweden," said 32-year-old Breen, who is co-driven by fellow Irishman Paul Nagle. "Having partial programmes in the past has been quite nice, I've landed in at the back, then had a great Friday and tried to hold on for rest of weekend. Kalle winning the Powerstage means I won't open the road, but I'll be near the front. I'm actually really keen to get into the test and see what we can do to put as strong a case as possible forward for this

event. For the first time in my life, I'm doing a full championship and all these points are valuable now."

Breen's Monte Carlo podium was his seventh in the WRC and completed a near-perfect start to the hybrid-based Rally1 era for M-Sport with Loeb taking a debut victory for the Cumbria team.

"To come away with a podium on most difficult rally of the year, I'm delighted," Breen said afterwards.

ARM STRONG GOES SOCIAL FOR JUNIOR WRC AIM

Jon Armstrong took to social media last week to secure his return to the Junior World Rally Championship for 2022.

Armstrong had reported a budget shortfall of £33,000 but then posted that he'd been successful in his 11th-hour funding bid.

"I'll be back in Junior WRC this year after a big effort," Armstrong wrote. "Thank you for the very positive reception to my post, which helped

me gain more backing for this season."

The Junior WRC will use four-wheel-drive cars for the first time in 2022 with M-Sport Poland's Fiesta Rally3 the new base vehicle. And with Northern Irishman Armstrong taking ERC Junior honours in one of the new-generation Fiestas on Rally Poland last June, he will again be expected to challenge for the Junior WRC title with Irishman Brian Hoy taking over

co-driving duties from Phil Hall.

Last month, MN included the 27-year-old in its run down of sub-Rally1 drivers to watch in 2022, with Graham Lister writing how "Armstrong came back from the brink in style in 2021 having barely competed since 2016 with two wins and the runner-up spot in the Junior WRC Championship. And it could have been the title had fortune favoured him more often".



Armstrong has found the backing to make a JWRC comeback



Greensmith will now be included in M-Sport's manufacturer entries

GREENSMITH OVERJOYED BY SWEDISH POINTS-PAYING ROLE

Gus Greensmith has been rewarded for his Monte Carlo Rally heroics by being included as one of the M-Sport Ford World Rally Team's three nominated drivers for manufacturer championship points on Rally Sweden, his co-driver Jonas Andersson's home event.

Although it's not unusual for Greensmith to be handed the task of trying to score makes' points for the British team, he was relegated to the fourth-driver role on the Monte Carlo Rally with M-Sport nominating Craig Breen, Adrien Fourmaux and Sebastien Loeb.

While M-Sport essentially had no option due to Loeb not competing in Umea and

pay driver Lorenzo Bertelli a long way off the Briton's pace, the nomination is nevertheless another boost for Greensmith, who scored his maiden WRC stage win on the Monte.

After finishing fifth in the principality, Greensmith said: "We definitely had the potential to fight for the podium, so we can use that as great encouragement for the rest of the year. Obviously the highlight was taking the maiden stage win for my career, the car is weapon and it's been brilliant. I'm really happy for all the guys and girls for all the hard work. We've got this result, so let's move forward."

FAMIN PLEASED WITH WRC'S HYBRID BOW

Bruno Famin, the FIA's acting rally department chief, is adamant there's plenty of hard work in store despite a largely trouble-free start to the Rally1 era on the Monte Carlo Rally.

Rally1 is the governing body's replacement for the World Rally Car formula and comes complete with hybrid technology and a bespoke tubular safety cell.

"It's been a huge challenge for the manufacturers, technical partners and the FIA to bring these new cars to life with a new hybrid system, sustainable fuel and increased safety," ex-Peugeot Sport boss Famin said. "We witnessed a spectacular show free of major technical issues: it's been a successful start for which we can all be proud. Now we are back to work to collect the learnings, to work hand-in-hand with the teams and WRC Promoter to solve problems and optimise all the processes ahead of Rally Sweden.

"It's the chapter of a new and very exciting book."

MILNER SECURES HER SPOT IN THE FIA'S NEW RALLY STAR SEARCH

Katie Milner is still in contention to land one of the drives on the FIA Rally Star Training Season next year following the European Final in Germany last weekend.

Milner shared the best female award with Swede Maja Hallen Fellenius and will progress to the Women's World Final in the USA later this year as a result.

If she wins then the 22-year-old will join the winners of six continental finals on a programme of six rallies, backed up by intensive coaching, in a Ford Fiesta Rally3 in 2023.

The four best performing drivers in the Training Season will then earn a Junior WRC drive in 2024.

"I came with no expectations," said Milner, daughter of double British champion Jonny. "I have been racing in British GT, but I came to a crossroads. I need to knuckle down now, focus on training for the female final in America."



Milner: a shot at a funded seat

Estonian Romet Jurgenson, 22, won the European Final outright. Robert Wilson, who topped Motorsport UK's national selection event to qualify for the European Final, progressed to the last stage of the event.

RALLY NEWS

ERC PRIZE DRIVE FOR IRISH TARMAC CREW

M-Sport offers Rally4 runners shot at international action in major new award scheme for youngsters

Photos: Jakob Ebrey, William Neill, Martin Walsh



Irish runners can aim for Euro prize

By Graham Lister

The best-placed Ford Fiesta Rally4 crew in the Irish Tarmac championship will win a dream drive gaining entry to a round of the European Rally Championship this August.

ITRC bosses have linked up with M-Sport Poland to offer the prize on the asphalt of Barum Czech Rally Zlin, held on August 26-28.

M-Sport Poland will also provide a second prize for the next best Fiesta Rally4 crew that scores the most RC4 class stage wins during the season. They will earn a test in one of the Krakow-based company's four-wheel-drive Fiesta Rally3s.

The prizes are conditional on seven ITRC rounds running and at least six Fiesta Rally4s starting each event.

ITCR manager Paddy Flanagan said: "I am very excited that M-Sport Poland

has partnered with the ITRC. We are honoured as a championship that a manufacturer like M-Sport Poland is prepared to invest in the ITRC with these brilliant prizes. It will be brilliant to reward two young competitors with these prizes. To let one experience ERC, probably for the first time, will be a great pleasure for everyone in the championship."

Northern Irishman Jon Armstrong, the runner-up in the 2021 Junior WRC, praised M-Sport Poland for its support of the ITRC. He wrote on Facebook: "Great initiative, well done".

Barum Czech Rally Zlin is a hugely specialised sealed-surface event in the south of the country and a long-term ERC fixture. Broken and bumpy Tarmac, including some forest sections, often add to the challenge.

The 2022 ITRC begins on the Galway International Rally this weekend.

FISHER TO STICK WITH PROVEN POLO FOR GALWAY RETURN

Alastair Fisher considered changing cars ahead of this weekend's Galway International Rally, which marks his first event since winning the Irish Tarmac championship round in 2020.

But having contemplated an alternative ride, Fisher will head to the event in a familiar Volkswagen Polo GTI R5, albeit with Melvyn Evans Motorsport preparation.

Fisher, 33, told Motorsport News: "I thought long and hard

about doing the championship and I looked at the form of all the R5 and Rally2 cars as the pace of development since 2020 has been so strong.

"There was an itch that had to be scratched with the Polo, and with a test planned, I'm hoping I can settle back into it quickly and start off on the right foot."

Fisher, who will be co-driven by Gordon Noble, continued: "The team running the car for me had a good year in the British championship last year with the

Polo; they ran Matt [Edwards] and Osian's [Pryce] Polos so I'm hoping to utilise that knowledge as much as I can. With the Tarmac championship looking so strong we have to exploit every per cent possible."

Fisher's opposition in Galway comes from European podium finisher Callum Devine, who has form on his side having won three of the last four closed-road events of last year – including the Cork '20' and Donegal Harvest rallies.

Northern Ireland Stage Rally champion Jonathan Greer and 2018 Irish Tarmac winner, Josh Moffett, will also challenge at the front.

"It would certainly be special to make it two-in-a-row at Galway but I have to be realistic as I haven't been out in a while," admitted Fisher, whose campaign will be bolstered by the successful recruitment of new sponsors for the 2022 season. "If we come second or third I'll take that as well."



Melvyn Evans Motorsport will give Fisher title-winning support

CRONIN EYES GALWAY PRIZE

Daniel Cronin says there will be no excuses when he makes his debut in a top-of-the-range Volkswagen Polo GTI R5 on the Galway International Rally.

The 31-year-old is starting the Galway for a third time having previously run a Ford Fiesta R5.

Shane Buckley will co-drive for champion Keith Cronin's younger brother, who is determined to make the most of the opportunity.

Daniel Cronin said: "There's a bit of work to get it ready but I can't be blaming the tools. We have the best tyres and car. I'm not going to be looking at times on the Saturday, I will go at my own pace; there is no point pushing in a new car because you start getting frights and you will learn nothing and only scare yourself."



Cronin: best chance yet



Greer, a winner in the C3 R5, now upgrades to Rally2

RALLY2 UPGRADE FOR NI CHAMPION GREER

Jonathan Greer insists there is no added pressure on him to perform on the Galway International Rally when he gives the Rally2 variant of Citroën's C3 its Irish debut.

Greer is a long-term Citroën Racing customer and his loyalty has been rewarded by the French firm handing 33-year-old the keys to its latest-specification C3 for the 15-stage event.

Apart from new engine software, reworked aerodynamics and an upgraded front differential, the C3 Rally2 car is similar to the previous R5 that carried

Greer to the Northern Irish title last October.

With a season's running at the wheel of the C3 R5 under his belt, Greer is hoping much of that know-how can be carried across to 2022.

He said: "It's nice to go in something different – and maybe in time we will start to see more of them competing on the stages. That would be good. The updates that have been introduced can't be a bad thing. But we won't really know too much in terms of the improvements they have made until we get some miles in the car. There isn't going to

be much of an advantage in terms of performance but the changes might help us in other areas, for instance when it comes to getting the set-up to our liking."

Greer has never won a round of the Irish Tarmac championship but he believes that he has every opportunity to change that in the forthcoming season.

"The plan is to contest the Irish Tarmac Championship in its entirety, but we will wait and see what Galway and some of the other early rounds bring and go from there," he added.

MOFFETT AIMING FOR PODIUM AMID STRONG ENTRY

Hyundai i20 R5 driver Josh Moffett says third place would do just fine on the Galway International Rally.

Moffett completed the Galway podium in 2019, his best result on the event so far. With six Volkswagen Polo-mounted rivals to contend with, the 29-year-old is being realistic ahead of the Irish Tarmac championship opener.

The 2018 Irish Tarmac champion said: "I haven't done as many rallies in the Hyundai

as I would have liked, but [with co-driver Andy Hayes] we are starting to get to grips with it.

"Galway is always difficult with the shiny roads, it's always wet and tricky. In fact, I can't ever remember it being dry for a rally in Galway.

"It's the first rally of the year, some people go testing for days or weeks whereas we just go for a run before it and it takes us an event or two to really get into the swing of things."

Moffett took his Hyundai to

victory on the Wexford Stages Rally last season before finishing fourth on the Ulster. His older brother Sam used the car to win the Kerry Winter Stages Rally.

"Galway isn't the nicest of places to head with a new car because of the type of rally it is," Moffett said. "The fact it's a two-day rally for the first time in a few years is another factor and it will be important to finish. There are many very capable drivers there with good results, I would be happy with a top-three finish."



Moffett is keenly aware of the talent among his rivals

LOEB COMMITS TO SECOND XE SEASON

Confirmation of Sebastien Loeb's second Extreme E season with the Prodrive-run X44 squad will reduce the prospects of more World Rally Championship appearances with M-Sport.

Loeb, who turns 48 later this month, said prior to winning the Monte Carlo Rally to make it 80 WRC career wins, that "I don't want to do 15 races; we have to find a compromise".

While the fourth Extreme E event in Chile clashes with the Acropolis Rally, the other four rounds run on alternative weekends to the WRC.

But as well as his five-event Extreme E bid, there are four more World Rally-Raid Championship rounds this season, which Loeb is expected to contest with another Prodrive entity, Bahrain Raid Xtreme.

Following the Abu Dhabi Desert Challenge in March, the next two scheduled events clash with WRC events, while the deciding round in Morocco is one week after Rally New Zealand.

Loeb, who continues with Cristina Gutierrez at X44 in a move predicted by Motorsport News, said: "Last year we had a lot of struggles with the car and bad luck too, but we came top of qualifying at every race and finished the year with a win and level on points."



Loeb: back for more XE



Dubourg enjoyed a pitched title battle with Ehrlacher and Panis to claim 2022 Andros title



Loeb sampled his third top-flight discipline in one month

DUBOURG CLAIMS ANDROS CROWN ON A TIEBREAKER

Andros Trophy falls to form man Dubourg while guest star Loeb impresses once again

By Hal Ridge

Rally legend Sebastien Loeb competed in his third different discipline of the 2022 season by joining the Andros Trophy season finale as Jean-Baptiste Dubourg claimed a sixth ice racing crown.

Remarkably though, Dubourg, who finished second in the Super Besse final round to title rival Yann Ehrlacher, had to rely on a greater number of wins tiebreaker to claim the 2021-2022 championship. It mirrored the same scenario that occurred in both the 2021 World Rallycross, Nitro Rallycross and Extreme E

season points' standings.

Following a double victory at Lans En Vercors the previous weekend, DA Racing driver Dubourg entered the final round with the momentum on his side, although Sainteloc Racing's Aurelien Panis held a three-point advantage and Ehrlacher arrived in third with his Yvan Muller-prepared machine. Panis finished first and second in the Super Pole session ahead of the final but second place in the last race of the year was enough to Dubourg to claim the season spoils in the headline Elite Pro division for all-electric cars.

Panis finished third in the season finale, ahead of Nathanael

Berthon and Loeb, the latter racing for his own Sebastien Loeb Racing team just a week after winning the Monte Carlo Rally, and a fortnight following his second-placed finish at the Dakar Rally.

Dubourg said: "This sixth title that will go down in history because winning a championship on equal points with Yann, in the Andros Trophy, is unprecedented. "The season was intense and a roller coaster of emotions."

In the classes, the Elite division belonged to Natan Bihel, who claimed victory in the season-finale ahead of Julien Febreau. The pair were well matched, setting a fastest time apiece in

RESULTS

Organiser: 2MO **When:** January 29

Where: Super Besse, France **Starters:** 48 **Round:** 10

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Yann Ehrlacher	Dupessey AS01	4m25.079s
2	Jean-Baptiste Dubourg	Renault Zoe	+1.205s
3	Aurelien Panis	Audi A1	+3.340s
4	Nathanael Berthon	Peugeot e208	+3.846s
5	Sebastien Loeb	SLR Enedis	+4.640s
6	Christophe Ferrier	Metropole Nice	+10.997s
7	Pierre-Louis Loubet	CDM Pellets	+25.502s

Elite: Natan Bihel (Dupessey AS01); **AMV:** Vivien Gonnet (Husqvarna); **Andros Star:** Renaud Lavillenie (Andros)

qualifying, but third-placed finisher Jimmy Clairret secured the title, ahead of Eddy Benezet and Bihel. Former RX Academy driver Clementine Lhoste could

only finish 11th in the last winter season round, but enjoyed her strongest Andros Trophy to date and finished fourth in the Elite standings.

PAYNE GOES FOR GOLD WITH DOUBLE BRITISH TITLE BID

Teenage ace Elliot Payne is aiming high in 2022 with twin BTRDA Gold Star and British championship bids.

The 18-year-old is also exploring the possibility of adding selected European championship rounds plus Rally Barbados, which is now part of the FIA's NACAM regional championship roster, to his busy schedule for the year ahead.

Son of 2016 BTRDA champion Charlie, Payne Jr will pilot a Ford Fiesta Rally2 alongside co-driver Patrick Walsh. He impressed on BTRDA and BRC National events last season, his first at R5 level, before he upgraded to Rally2 machinery at the back end of 2021, netting his maiden overall win on the Rallynuts Stages last November.

"We'll be doing BTRDA and then we're doing full BRC," Payne told MN. "If I can get competitive throughout the season with the British lads then yeah, it'll be a good stepping-stone. There's two rounds of the BTRDA before the BRC so we'll see how we're lying there and I think there's two of three BRC ones which clash with BTRDA, so we'll see which

championship we're doing better in and then go from there."

Of his overseas aspirations, Payne added: "It's not for definite. I might go and do a couple of the European championship [events] but we'll see. I quite fancy doing Rally Barbados."

Payne Sr has also acquired a Fiesta Rally2 for 2022 to replace his Fiesta WRC.



Payne is planning a diverse schedule in Britain and abroad

Riponian to provide an early season outing for top-quality entry list

Elliot Payne's season will begin on the Riponian Stages Rally this weekend (February 6), which the British aspirant is using as a pre-season test having not rallied for three months.

The North Yorkshire event has attracted a strong entry, with Ollie Mellors (Proton Iriz R5), Stephen Petch (Ford Fiesta WRC), Tom Preston (Ford Fiesta Rally2) and David Henderson (Ford Fiesta R5) among the

anticipated frontrunners.

However, Payne's father Charlie remains the driver to beat with a record seven Riponian wins to his name.

"It's just to get settled back into the car because obviously

I've been out of it for quite a while now," Payne Jr said.

Apart from Charlie Payne, no other driver has won the Riponian more than once, but both Petch and Kevin Proctor could achieve it this weekend.



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SPORTING SCENE NEWS

BriSCA F1 SHOW PIECE EVENT SWAPS TO IPSWICH FOR 2022 World Final to be held at Foxhall Heath in September after promoter agreement with Spedeworth chiefs

Photos: Colin Casserley



Foxhall Heath will host F1 showpiece

By Neil Randon

The 2022 BriSCA F1 World Championship Final is to be run at Foxhall Stadium in Ipswich after talks with the promoter hosting this season's race.

Matt Watson of Buxton Raceway has agreed terms with Spedeworth promoter Deane Wood. Watson had originally intended to run the 25-lap event at his High Edge Stadium on Saturday, September 10.

But after consultation between BriSCA and the F1 drivers' committee, the British Stock Car Drivers' Association, it was unanimously agreed that despite investment being injected into the venue, significant upgrades to the stadium would not be ready in time to host the sport's most prestigious event.

A BriSCA Management Board (BMB) statement said: "Matt Watson is committed to considerable investment into the

[Buxton] raceway in terms of upgrades. However, in the final analysis and in no small part, Covid uncertainties have precluded a much earlier start to planned works than may have been envisaged.

"And rather than compromise this major event, it has been agreed that Watson will operate his World Final elsewhere to allow him the security of further investment to host the World Final in the Peak District in the future."

Foxhall has hosted the BriSCA F1 World Final twice before, in 2008 and 2017. To encourage a large contingent of Dutch drivers and fans to travel to Britain over the weekend of the World Final, Watson will also be the promoter of the Friday-evening meeting on shale at the Spedeworth track at Mildenhall on September 9.

The event will be exclusively for Dutch F1 stock cars, with BriSCA F2 machines acting as support formula.

CALENDAR

BriSCA F1 qualifying rounds Second half of 2021-2022 season

RND	WHEN	WHERE
9	April 3	Hednesford Hills
10	April 9	Mildenhall
11	April 10	Northampton
12	April 23	King's Lynn
13	April 30	Buxton
14	May 7	Skegness
15	May 28	Bradford
16	June 3	Lochgelly
17	June 4	Cowdenbeath
18	June 12	Sheffield
19	June 18	Ipswich

MAJOR EVENTS

EVENT	WHEN	WHERE
UK Open Championship	May 8	Skegness
Scottish Championship	June 4	Cowdenbeath
British Championship	June 25	Bradford
European Championship	July 24	Northampton
World Final, semi one	July 31	Sheffield
World Final, semi two	August 13	Skegness
World Cup	August 21	Venray, Holland
World Final	Sept 10	Ipswich
World Masters	Sept 11	Northampton

NEW BOSSES FOR TWO OF YORKSHIRE'S BriSCA F1 VENUES

YorStox has taken over as the BriSCA promoter at Odsal Stadium in Bradford and Owlerton Stadium in Sheffield.

Business partners Graeme Robson and Russell Andrew set up the new company in December before purchasing the existing promotion firm, Startrax, run by Steve Rees, on January 21.

Rees reintroduced stockcar

racing to Odsal in May last year for the first time since 1997 and hosted the BriSCA F1 World Final, won by Tom Harris, but the track was beset with drainage issues in the latter part of the season, making the clay-based shale track virtually unusable in wet weather.

The new promotion team has already removed 500 tons of clay from the track and is in the

process of cleaning out and repairing the complex underground drainage system, before relaying the racing surface in time for the first BriSCA F1 event of the new season at Bradford on March 26.

YorStox will host 25 stockcar meetings at the two venues throughout the year, including the BriSCA F1 British

Championship on June 25 and National Points Championship Shootout Finale on November 12, while the first BriSCA F1 World Championship semi-final will be run at Sheffield on July 31.

Robson said: "Nobody will believe us, but this is not about money. It's all about keeping a northern sport – that has been strangled – alive."



Both the Odsal and Owlerton tracks now have a fresh impetus

MOTORSPORT EAST BANKS JULY DATE FOR SHOW

The second Motorsport East event, a free-to-the-public display of competition cars, will take place in Bury St Edmunds in Suffolk in July.

The event, which first ran in 2021, features displays from drag racing machines, karts, trials cars, rallycross machines and short oval motors.

A number of classic cars are also due to be on display and there are representatives of sporting bodies to tell visitors how to get involved in competition or how to volunteer.

Prime mover Arthur Debenham, a well-known rallycross commentator, explained: "It was something that the town embraced when we ran the first one and there was a great reaction from the motorsport community as well."

"We've picked the date carefully to try and avoid clashes with the major events across the motorsport calendar and we hope to see as many people as possible there."

Motorsport East raises funds for Mission Motorsport, which helps disabled members of the armed forces back into civilian life via the motorsport industry, and also competition motoring.

SPORTING TRIAL: BTRDA CHAMPIONSHIP FINAL BY DUNCAN STEPHENS JANUARY 22



Kingsley recovered after a slow start to win

GOOD THINGS FINALLY COME TO KINGSLEY

Simon Kingsley, the 2019 British Sporting Trials champion, won the BTRDA Gold Star after more than 25 years of trying at Crewkerne in Somerset at the end of January.

The Crossle driver had started slowly but capitalised on a poor second round by top runner Thomas Bricknell to share the lead at lunchtime.

An inspired trickle on the first hill after lunch let Kingsley take the initiative, and he held on to the end.

Bricknell retained second position, five points ahead of five-time champion Ian Wright who enjoyed an error-free day.

Fourth to seventh places were covered by just two points. Mike Salton finished in fourth despite complaining at driving poorly all day having never been to the venue before. He was ahead of Mark Milne, who beat John Fack on a tie-break for fifth after Fack had a couple of poorer climbs on the first round.

In the Silver Star division for the second tier of qualified drivers, Concord battler Jason Daniel took the coveted award with Dave Kimberley passengering. He had overcome brake problems to lead home Boyd Webster.

Results

Organiser: BTRDA **When:** January 22
Where: Crewkerne, Somerset **Starters:** 32
Gold Star: 1 Simon Kingsley/Beth Carroll (Crossle) 24 points; 2 Thomas Bricknell/Lester Smith (Crossle) 26 points; 3 Ian Wright/Kiel Wright (Sherpa Indy); 4 Mike Salton/Martin Wilson (Hamilton); 5 Mark Milne/Diane MacGregor (Crossle); 6 John Fack/Paul Leyser (MSR); 7 Peter Fensom/Liz Fensom (Hamilton); 8 David Webster/Sharon Webster (Crossle); 9 Trevor Aston/Andrew Aston (Crossle); 10 Andy Wilks/Mark Smith (Crossle). **Silver Star:** 1 Jason Daniel/Dave Kimberley (Concord) 54 points; 2 Boyd Webster/Andrew Gains (Crossle) 66 points; 3 Arthur Carroll/Warren Pinto (Sherpa).

COMPETITION TO FEATURE IN COVENTRY MOTO FEST RETURN FOR 2022

The Coventry MotoFest will return in September this year and reintroduce its competitive element with a sprint event on the city's ring road.

The event ran in a scaled-down format in 2021 due to the Covid restrictions but will run this year on September 10-11. It will include the sporting element, a focus on Coventry's motoring heritage and a look at the future.

The festival will provide the finale for Our Future Moves, a

project involving Coventry City Council, MotoFest Coventry and other regional partners, designed to showcase the region's work in world-leading transport innovation.

James Noble, MotoFest Coventry Festival director, said: "This year MotoFest Coventry will be back bigger and bolder than ever, with a non-stop celebration of the city's motoring past, present and future. We will welcome the return of traditional

MotoFest favourites such as the unique ring road sprint circuit, live motorsport displays and motorbikes to name just a few of our most popular attractions.

"What will be new are the event dates of September 10-11, replacing MotoFest's traditional dates of the first weekend in June. We have made the decision to move from the June weekend this year as it plays host to the Platinum Jubilee celebrations and other events in Coventry."



Jaguars will be a highlight of the Coventry MotoFest

HISTORICS

DOWN THE PUB

SIMON WEBSTER

BHRC contender
Age: 64 Lives: Norwich



Webster: Escort Mk2 runner

He's moved to a fresh Ford Escort Mk2
"It was built from a bare shell by Grant Shand at Rally Xtreme. It was really at the beginning of 2020. I'd had the shell for two or three years and I asked Grant if he could just make it into a finished shell. Because if we had an accident with the other one, we would need another shell."

The project moved on
"Then Covid continued, and I thought that as we were not rallying, we might as well take it to the next stage. So, we did the plumbing and the wiring and a bit of painting. And then it was like, well, why don't we just fit the suspension, and then somebody got wind of it and started making an offer for the old one. And I thought, oh crikey, we could end up without a car here. So, in went the engine, the gearbox and the axle, while keeping the old one."

It was ready in November
"The Rallynuts Stages in November was its competition debut. It hadn't done any miles at all. I drove home in it for 40 miles from Grant's base at snail's pace just to run the gearbox in, and then turned around the next morning and drove it back again. But when the lights go green you kind of just go for it anyway."

His old car did well
"The old car is obviously a fabulous car: we won the 2019 BHRC with it and it has been maintained regardless of cost. We kept it in tip-top condition. But it's still nice to have a fresh one! Grant's way of doing things is different and even though it's a Group 4 Mk2 Escort, it is different."

His 2022 season starts this weekend
"Alun Cook is sitting with me for the Riponian and I'm sure I will learn from his vast experience! We will be using the new car again. It had its debut at the end of last year and went very well so I am hoping to be able to drive it to its potential this year. I felt I wasn't up to a proper speed and commitment on the events that I did last year due to lack of seat time: I'm hoping to improve this year!"



The MP4/13 has shone on the hill in previous seasons

Photos: Paul and Ben Lawrence

FORMULA 1 SCREAMERS TO DEMO AT GOODWOOD MEMBERS' MEETING

Classic grand prix machines to be a highlight in West Sussex in April

By Paul Lawrence

The incredible sight and sound of up to 20 V10 Formula 1 cars will be a highlight of the Goodwood Members' Meeting in April.

The latest high-speed demonstration session announced for the 79th Members' Meeting on April 9-10 will feature as many as 20 V10-engined F1 cars as raced between 1989 and 2005.

It will be the first time that so many F1 cars of the V10 era will have been let loose on the West Sussex track to run in demonstration sessions on each day of the Members' weekend. After the impact of Covid, it will be the first time since 2019 that the Members' Meeting has run in its traditional early spring slot.

Cars on hand are expected to include examples from Ferrari, Williams, McLaren and more.

Highlights at the Festival of Speed on the Goodwood Hill in recent years have included the BMW-engined Williams FW26 and the Ferrari F2004. The festival's shootout record is still held by the McLaren MP4/13, powered by the Mercedes V10 engine.

By the end of the V10 era the engines were revving up to and beyond 19,000rpm, producing well over 900bhp to

make these the most powerful non-turbocharged cars F1 had witnessed. The V10 era closed at the end of the 2005 season, when regulations changed to allow only 2.4-litre V8s.

The V10 F1 car sessions will run alongside the already announced demonstrations of Porsche 956 and 962 Group C cars celebrating 40 years since the 956's first Le Mans win in 1982.



Group C machinery will race twice at the Donington Festival

GROUP C BATTLERS SET FOR A DONINGTON DOUBLE

Two races for original factory Group C1 cars will be a new feature of this year's Donington Historic Festival.

To mark 40 years since the creation of the Group C category in 1982, the event organisers are working to bring together the finest grid of Group C1 cars in 30 years.

On April 30-May 1, two 40-minute races will run titled

'C1 by Duncan Hamilton ROFGO' and backed by the Hampshire race car dealership. The ROFGO collection of cars is owned, and named after, Roald Goethe.

The races will also celebrate 30 years since the last World Sportscar Championship race at Donington Park, which was dominated by the pair of Peugeot 905s.

Chilman leads Wales charge to New Zealand

Roger Chilman hopes to be part of a multi-car team from Wales Motorsport for this year's Silver Fern Rally in New Zealand.

Chilman finished second overall on the last running of the week-long marathon gravel rally back in 2018 and would love to go one better if the Covid situation in New Zealand allows the 2022 event to go ahead as planned.

"My car is nearing completion after the Roger Albert Clark Rally accident," said the Herefordshire driver, who plans to contest at least the first four rounds of this year's British Historic Rally Championship.

"Mid-season we should have an indication on the New Zealand status and the Silver Fern in November," said Chilman. "If it can go ahead, this will be our focus for the second half of the season. Seven days of rallying over there takes some beating!"

Sportscar ace Mike Kimpton passes away

MN was sad to learn of the recent death of former sportscar racer Mike Kimpton at the age of 73.

In recent months he had not been well but had seen off both cancer and pneumonia only to be struck down by Covid.

Kimpton first came to prominence with good results in Sports 2000 in the late 1970s and was a podium finisher in 1980 with a Tiga SC80. He then moved into the British Saloon Car Championship with a three-litre Ford Capri.

Back in sportscars, he raced in the World Endurance Championship and Thundersports, sharing cars with Adrian Hall and Neil Crang before racing in Group C2 with Roy Baker's Tiga GC285.

MERSON WINS ON REVIVED CLEE HILLS CLASSIC TRIAL



The recent Clee Hills Classic Trial included a hill on the slopes of Brown Clee Hill along with the regular hills along Wenlock Edge. The challenging hill at Abdon Liberty was brought back to competition for the first time in more than 30 years and was judged a success by the 75 competitors on the Midland Automobile Club event. Paul Merson won overall in his Shopland Special.

IN BRIEF

Goodwood tweaks

The pitwall at Goodwood is currently being rebuilt to offer greater protection for teams working in the pitroad. The old wall was not much more than waist high, and the new wall is considerably higher. However, the work does not involve any widening to the pitlane, which is noted for being very crowded and busy during races with pitstops and driver changes.

North Wales open

Entries for Rally North Wales, the second round of the British Historic Rally Championship will open on Monday (February 7). The March 26 rally will take in 44 miles in Dyfi, Gartheiniog and Pantperthog and registered contenders in the various championships will have a week to enter before the entry is opened up to all others. The rally, lost for 2020 and '21 to Covid, will again be based in Dolgellau.

Busy Donington

The timetable for the Donington Historic Festival (April 30-May 1) has been announced, with nine races across the weekend. As well as the pair of Group C1 races, other races will include the Amon Cup for Ford GT40s and a dedicated race for the Sixties Touring Car Challenge/U2TC grid. The Historic Touring Car Challenge for cars of the 1970s and '80s will have its own hour-long race on Sunday. The weekend will close with the three-hour Pall Mall for a wide range of Pre '66 cars.

Title chase begins

The gravel division of the Northern Historic Rally Championship will start on Sunday's Riponian Stages as the championship returns after a two-year Covid sabbatical. The Yorkshire event is the first of a nine-round season of forest rallies in the north of England and Scotland, which concludes with the Malton Forest Rally on November 6. The concurrent asphalt division features five events, starting with the Warcop Stages on April 10.

Smith Jr steps up

Ben Smith, the son of British Historic Rally champion Steven, will make his debut in the championship on this weekend's Riponian Rally. Ben, a former competitive skier, will drive the same Ford Escort Mk1 that his father rallied at various times as he steps up from largely contesting the MN Circuit Rally Championship. Dad, BHRC champion in 2005 and 2008, will co-drive on the Yorkshire event.

FEATURE

Photos: Paul and Ben Lawrence

BHRC READY TO GET BACK TO FULL FORM

The Motorsport UK British Historic Rally Championship starts this Sunday in the Yorkshire forests. By Paul Lawrence

CALENDAR

British Historic Rally Championship

WHEN	RALLY	WHERE
Feb 6	Riponian Stages	Thirsk
March 26	Rally North Wales	Dolgellau
May 21	Plains Rally	Ruthin
June 12	Red Kite Rally	Neath
Sep 3	Woodpecker Stages	Ludlow
Sep 23-24	Trackrod Rally Yorkshire	Foley
Oct 22	Carlisle Stages	Kielder

Friend will have a revamped Ford Escort for 2022 attack



The all-gravel calendar should play to the strengths of Nick Elliott



Roger Chilman will tackle the BHRC for the very first time in 2022



The charge of the Ludlow brigade will include Robert Gough's Escort



The evergreen Bob Bean will be in the heart of the Category 1 action

The British Historic Rally Championship is back and it's back with a bang after being cancelled by Covid in 2020 and limited to just three rounds in 2021.

The premier historic stage rally Championship in the UK returns this season with a full programme and renewed competitor interest.

For the first time for many years, the BHRC schedule will not feature any asphalt events. That was never the plan or intention of championship manager Colin Heppenstall and his team, but it is a simple product of how the dates have fallen. This year, the BHRC will be fought out over seven top-class gravel events and that format seems to have struck a real chord with competitors. The quality of entry for this weekend's opening event, the Riponian Stages Rally, is outstanding with a gaggle of potential winners aiming to battle against defending champion Ben Friend.

More than 50 registered contenders will line up in Thirsk on Sunday morning as the event makes its debut in the championship. The Riponian is one of two Yorkshire rallies on the 2022 schedule as the ever popular Trackrod Historic Cup runs in late September.

The season also concludes in the north with the Carlisle Stages in October, but before then will be four superb Welsh events to give the championship widespread appeal. In late March crews will be in Dyfi, Gartheiniog and Pantperthog for Rally North Wales while in May the Plains Rally also joins the championship for the first time with a fresh route including the Clocaenog forest from a new rally base in Ruthin.

In June the stunning stages of South Wales will host the Red Kite Stages, one of many rallies lost for the last two years. Another popular addition to the championship is the Woodpecker Rally in early September. After a year running only in Radnor forest, the Woodpecker is due to be back in Haye Park as well in September and it's set to be one of the most popular rallies of the season.

The loss of asphalt from the 2022 calendar is in some ways unfortunate. The Harry Flatters is a long-standing BHRC round, but the July Epynt event has now been cancelled for the foreseeable future. Meanwhile, last year, the championship also visited the closed roads of the Three Shire Stages, but a date change for that event moved it to six days before the Trackrod and meant it was

simply no longer an option for the BHRC.

Heppenstall acknowledges that this could be a temporary situation and that the inclusion of asphalt events, particularly closed roads, in 2023 is very much on the agenda. But for 2022 at least, the BHRC champion will be the best on gravel.

Ben Friend and Cliff Simmons (Ford Escort Mk2) start the year as reigning champions and would love nothing more than to repeat their 2021 title across a full season. "We're doing the full BHRC calendar, with a few extra rallies thrown in to keep the seat time up," said Friend. "I think the new-look calendar is good: there are some events that we haven't done before which will bring good new challenges. The car has undergone a full rebuild after the Roger Albert Clark Rally in November so will be good to go and like brand new!"

The man who really should have a BHRC title on his CV is Nick Elliott and a seven-event gravel calendar with four rounds in Wales really should play to his strengths as few can match Elliott's raw pace on gravel. Along with long-time co-driver Dave Price, Elliott is up for a full season and is looking to split his time between his Ford Escort Mk2 and the Fiat 131 from Rally Sport Developments.

Elliott said: "We're planning to use the Fiat 131 for some rounds, as soon as we can get it reliable and maybe even for Rally North Wales. That will be a challenge to get something a bit different on the podium. All gravel suits me, but I was just getting to enjoy a bit of asphalt."

A major contender is someone tackling the BHRC for the first time. Roger Chilman has an enviable record across the sport, but this will be his first championship assault since he switched to historics, and he's committed to at least the first four rounds with the Wales Motorsport team.

Chilman will want to move on from a disastrous first stage accident on the Roger Albert Clark Rally and has his sights set on a return to the Silver Fern Rally in New Zealand in November. "I'm going aiming

to do the first four rounds before taking stock," he told Motorsport News. "I'll partner with Patrick Walsh for most, but he's already committed on the Riponian, so I'll have Gwynfor Jones co-driving. I'm aiming to get some good finishes and enjoy the fast pace of shorter format rallies." If Chilman is well in contention after four events, a run on round five, his local Woodpecker Stages, seems probable. He won the Woodpecker overall in 2012 in his Subaru Impreza WRC.

Alan Walker is another frontrunner looking forward to his home event, the Woodpecker. He says: "All gravel for me is not ideal as I do enjoy asphalt, but I understand that no events fitted in with the calendar or could guarantee a certain number of entries. The Woodpecker is a great alternative and I'm really looking forward to that."

With nearly 25 BDG-powered Ford Escort Mk2s at the head of the historic field, there are many prime contenders. Adrian Hetherington, third on the Roger Albert Clark Rally, is a key player and an all-gravel schedule could really suit Matthew Robinson and Sam Collis. Richard Jordan, Barry Stevenson-Wheeler and Rudi Lancaster are all quick, while Irishman Owen McMackin is a dark horse as he switches to historics from a modified Escort.

Then there is the very rapid Ludlow 'gang of three' in the form of Joe Price, Robert Gough and Henri Grehon. Price is a former BHRC round winner and is back after largely sitting out the last two years. Lining up against the Escort hordes is the glorious Toyota Celica of Ben Mellors, making a welcome return to action.

In the other categories, the wonderful Bob Bean, who will be 84 in March, heads Category 1 in his Lotus Cortina. In Category 2, for the pre '74 cars, the Escort Mk1s of Simon Tysoe, Warren Philliskirk and David Kirby will be to the fore, while the Pinto division of Category 3 is set to be a contest between old friends Mike Reed and Ken Sturdy. ■



Friend will have a battle for title

'There are many who will rival champion Ben Friend'

COLUMNIST

MATT JAMES



MN's editor enjoyed the efforts of all the entries at the Brands Hatch Stages

Photos: SMJ Photography



Ripper effort:
the flying Micra

Something strange happened to two of my Motorsport News colleagues nearly 20 years ago – they went rallying, and they did it in a Nissan Micra.

Jim Holder, quite obviously nicknamed Noddy, is a smashing bloke. He climbed the ranks of MN to become editor and ruled with a firm but very fair attitude. But that placid exterior, clearly an office-based bluff, evaporated the moment he got behind the wheel of a rally machine with 998cc of raw power underneath his right foot. In the words of John Cleland: "The man's an animal..."

All Noddy's spare hours (and cash) were spent fettling his Japanese pocket rocket, and he invited his MN colleague – and subsequent MN editor – Matt Burt to sit alongside him and call the notes (and share some of the burden too).

The F1000-spec Micra provided the pair with a chance to satisfy their competitive urges and Burt was even crowned the F1000 novice co-driving champion in 2004.

Cue much mickey-taking back at base,

where we repeatedly reminded Burto that he was nothing but a 'championship-winning passenger'. The dream for the duo ended upside down in a ditch somewhere and two rallying prospects were lost to the sport forever.

I was reminded of that valiant effort during a recent trip to the Motorsport News Circuit Rally Championship round at Brands Hatch.

A circuit-based rally inherently offers dedicated spectator areas (and also a very welcome couple of bars to head into when Jack Frost tries his best). It is not like heading into Kielder or Grizedale but it still gives plenty of bang for its buck and the creature comforts appeal to a 'roundy roundy' bloke such as myself.

While watching the likes of Frank Bird, John Stone and Barry Morris trying to tame the access roads at a varying angles and racing down Hailwood Hill and up Paddock Hill Bend is superb, it is the battlers further back down the entry list who provide entertainment that maybe even surpasses those who are chasing the outright trophy.

The multitude of Ford Escort Mk2s, Nissan Micras, Mazda MX-5s and an assortment of

other interesting cars might not carry the speed of a Ford Fiesta R5 but it is perhaps more evident which drivers are putting it all on the line to stop the clocks as quickly as possible among the smaller-capacity cars.

My personal plaudits from my trip to Brands Hatch were for the efforts put in by Adam and Ray Ripper. The Motorsport News series regulars finished third in Class A in their Micra behind the all-conquering Vauxhall Nova of Christopher and Anthony Newton.

The Rippers were the 59th car in the entry list of 97 entered (and finished 40th overall) but, in terms of the determination and bravery, ranked much higher up in my mind. Nothing was left on the table (or Tarmac...).

And also, who doesn't raise a smile at the Scrappy Doo-like nature of a well-driven original-shaped Mini? At Brands Hatch, Laura and Duncan Christmas scrabbled their way around the switchbacks to place 67th overall in their 1974 machine and raised a hearty cheer from my fellow onlookers.

The antics of those further down the pecking order certainly maintained interest throughout each stage. That's part of the appeal; there are the top guys pushing the limits, followed by others who are trying to discover what limits actually are...

You know the saying less is more? Well, sometimes, less power can mean more entertainment and that was certainly a point rammed home to me at Brands. Congratulations to Frank Bird on his accomplished win, but the entire entry list put on one heck of a show.

My advice? Go and catch a round for yourself, and watch each stage in full before heading to Tyrrell's bar for some refreshments. The next event is at Snetterton on February 19.



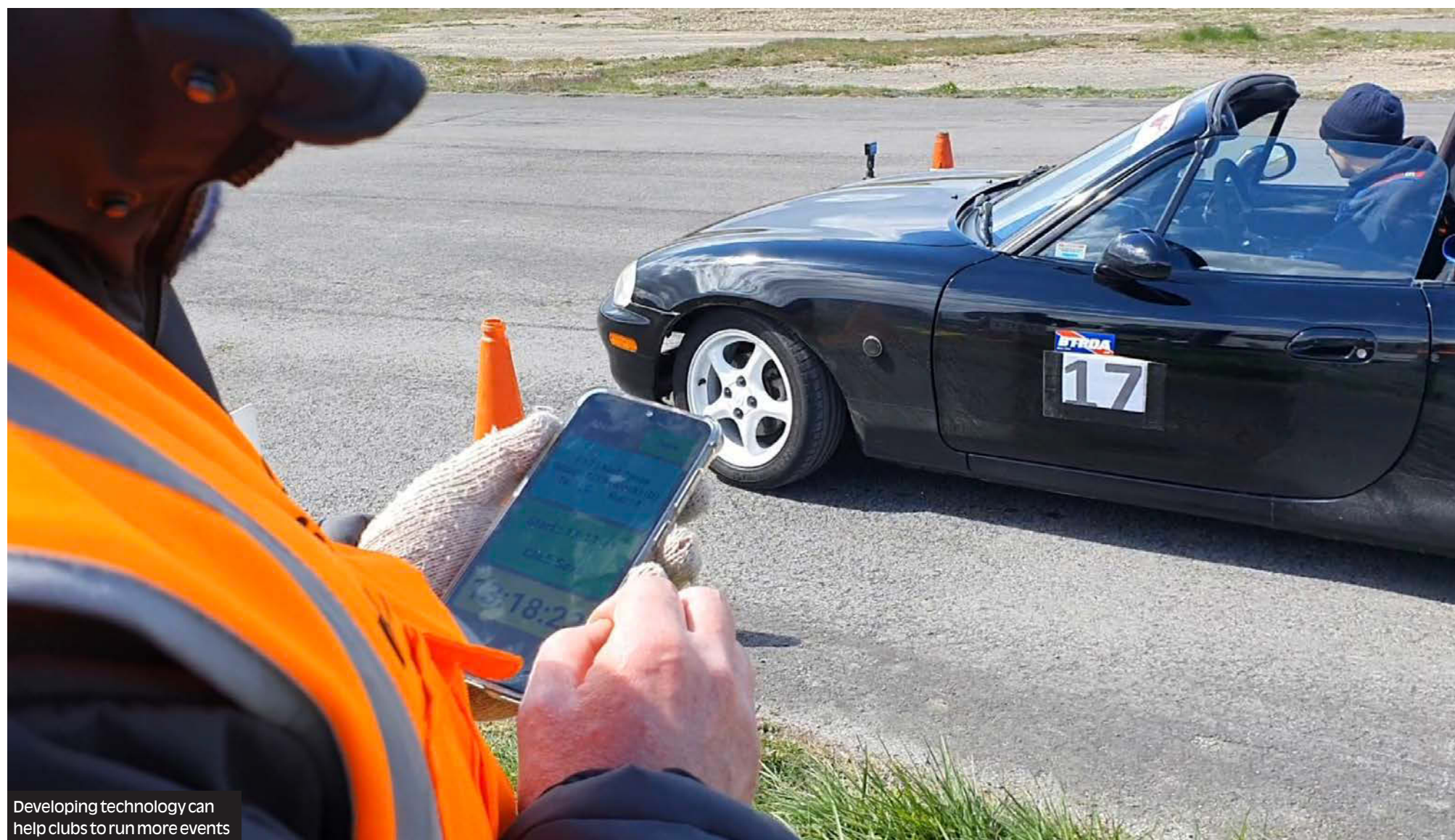
All parts of Brands Hatch are pressed into service



Christmas presents: the highly popular 1974 Mini

"Who doesn't raise a smile at a well-driven original-shape Mini?"

FEATURE



Developing technology can help clubs to run more events

THE MARSHAL

Help is literally at hand for motor clubs seeking to reduce the sport's carbon



GPS markers on the route can help to guide crews point-to-point

You can get an app for almost anything these days, whether it be listening to your favourite band, fighting dragons, finding a bit of romance or turning on your central heating. Adding to the list of things that can be done via your mobile phone is organising a rally...

As we all know, marshals are the people who make motorsport happen – and they are in increasingly short supply. Not the orange-suited, extinguisher-bearing heroes who keep watch at race tracks, you understand, but rather their high-vizzed roadside cousins who brave the elements at grassroots events across the country, collecting time cards and keeping an eye out for cone penalties.

The number of marshals available to officiate at club rallies was already dwindling before the dreaded virus hit these shores, but it is universally agreed that since the hiatus ended, marshalling represents one of the biggest hurdles that clubs face in staging events.

The BTRDA's Alan Wakeman says: "We are getting older, certainly on the organisational side, and equally there are so many other ways for people to spend their time that and we're really past the days when people would turn up and marshal in all weathers."

"We did the Bagger Rally recently in freezing conditions and the person I was supposed to be marshalling with called off because he felt he was too old to be out in those conditions. We're in the boat of 'how you get new people coming through and becoming active?' It's a big question because the generation that has always done things is now at a stage where they physically can't do it."

Enter John Clavey, a software guru and keen amateur sportsman in various disciplines who has made the construction of apps for his chosen passions almost a full-time occupation.

As a former member of England's national pool team, he created the app that is now the standard scoring system for clubs and leagues across the UK. As a keen golfer, Clavey also developed GolfCardLive for clubs and players to manage their competitions with success.

Clavey is also an enthusiastic club motorsport competitor, and he spotted the potential for his software skills to be brought to bear upon the grassroots in a very similar capacity.

This is not entirely ground-breaking stuff, in that app-based event management is a major part in the rise and rise of cycling across the country. Pelotons of part-timers are an increasingly familiar sight on roads around Britain in part because they have been quick to adapt hand-held technology to running events.

Getting official interest behind a similar approach to club motorsport was no problem for Clavey when he presented the idea to Targa Rally anchorman Wakeman.

"Timing AppLive started it off and that was for timing autotests and autosolos," the Targa king explains.

"I first used that solution five years ago, and by the time the last car had finished the last test I had all the results collated, printed and on the side of the motorhome. Before that, all the times would have had to come in, be put on a single sheet and checked by someone with a calculator adding all the times together to decide who had won what award."

While there are myriad complexities involved in piecing together a motorsport event, the fundamental aspect of every discipline boils down to measuring distance and time. Having started off small with single-venue activities like autotests, the next question was whether the timing app could be adapted to managing multiple stages on a club rally – and the answer was affirmative.

"The first event that we did, the Akeman Rally, had Matt Powell with me from Motorsport UK to get a good feel for how it worked, and someone from the timing committee observing, and we used Rally AppLive for the road sections and Timing AppLive for the tests, which allowed Motorsport UK to get good understanding," Wakeman explains.

Photos: Peter Browne, John Clavey



Trials results now need hours rather than weeks



Motorsport UK has been involved in trials and sees the value of apps



Fewer marshals are needed with the use of instantaneous timing



Competitors can time themselves via GPS

IN YOUR POCKET

footprint and ease the grassroots marshal shortage. By Nick Garton

"The beauty of RallyAppLive is that you can put an event together very easily. Drive around the route, define where the controls are, set the timings for the sections at an average of 30 mph and just as you would for a normal event you create the navigation. So, the app is there just for timing and route checking. All the skills are still there, crews still have to plot and work out how to stay on time."

What they do not need to do, however, is hand over a card to a marshal. Indeed, the marshal needn't be there at all. But where this sort of modernity is embraced by other sports such as cycling, there is a hard core of tradition in motorsport that finds the idea of marshal-free time controls rather unsettling.

"We're not trying to make marshals redundant," Wakeman insists. "We need marshals to run motorsport: if we didn't have them there would be no motorsport. But the apps mean that you can still run events if you are low on marshals – as is frequently the case."

"[With the app] you also reduce the profile out in the lanes, which can be an issue where some marshals and crews have been attacked by locals who don't want a rally happening in their area: that's happened. You're very visible out in the road in high-viz and some people object to it, but more importantly it allows you to place those marshals you've got where they are going to make a difference."

Some branches of the sport are a trifle more complicated, however: most notably trials. Even so, a further modification of the software has resulted in TrialsAppLive, which MCC committee member Dave Middleditch has played a major part in evolving.

"I came across RallyAppLive through 12-cars with Blackbird Auto Club, my local club in Northampton, and actually because rallying is entirely about location and time, RallyAppLive is perfect," Middleditch explains.

"With trialling, of course, it's all about how far up the hill did they get and, if they're on a motorbike, did they put a foot down? Or, if there's a restart, did they roll back slightly? It has to be marshal scored but, with the app, the marshal can input their score live as it happens rather than



Crews can keep pace in real time

taking a paper note, which then needs to be collected and inputted later on."

Unlike rallies, trials will always need eyeballs with marshals attached in order to observe every wobble or slip, but rather than jotting their observations down on greaseproof paper, marshals can now enter them into a phone and automatically update the results.

"Traditionally it's tons of paper data that has to be put onto a single sheet, correlated and checked," Middleditch confirms. "It takes three weeks to deliver the results. But we were the first motorsport event to take place after lockdown ended last summer. Lockdown finished at midnight, and we were underway at 0800hrs, and we did a trial with TrialsAppLive as paperless scoring. We basically cut the processing time down to two hours."

"It needs people to see technology as a benefit not a cost"

Alan Wakeman

Cutting paper waste, not to mention the number of miles driven (and emissions saved) from scoring electronically is exactly the sort of incremental gain that motorsport events are being asked to display by local authorities, forestry commissions and other bodies who must increasingly justify the carbon footprint of every activity that they endorse.

Auditing the ways in which motorsport is cleaning up its act and seeking measurable improvements are part and parcel of the relationship between the sport and the government these days. Reducing the paper trail and road miles through employing an app is the easiest win possible for clubs to achieve.

"You're saving time and fuel and wear-and-tear on the stages," Wakeman confirms. "And also, the less time we spend doing that, driving round collecting paper, means of course the benefit to competitors is that there is more time available for competitive running."

The next step, Wakeman believes, is for Motorsport UK to follow the example set by the governing bodies of sports such as pool and cycling to migrate even more of the admin to digital platforms.

"British cycling has had centralised entry systems for years online. We'd love to be able to do something like that with motorsport – a central repository for motor clubs with membership details, vehicle details, the driver's licence details

about any endorsements... But it needs people to see technology as a benefit rather than a cost.

"Clubs for example can use the app to create virtual club cards that aren't paper, more sustainable, less time-consuming, and more accurate. These could be stored in a virtual wallet on any smartphone to be presented at each event. We're looking at ways to produce virtual cards with MSUK, there are a few GDPR [data protection] issues to fix, but from there you reduce your footprint and have an immediate and comprehensive resource."

Motorsport has always been a human endeavour, as it should proudly remain. It's a social occasion as much as a sporting one, and for this reason as much as any other the presence of marshals remains the sport's priority in every discipline.

But for those at the coal face of event organisation, it's clear that having the ability to go ahead with events, that might otherwise be scratched by modern day logistics, is invaluable.

As in all things, change is upon us whether we like it or not – few places more so than the automotive industry and, by extension, our sport. The default response in many quarters is the digging-in of heels but, as is now being shown by the two or three app-managed events that take place every weekend of the season, grasping that change is potentially the best way to keep the sport rolling. ■

FEATURE



Heading the pack: the 956 mopped up in the latter half of 1982 season

THE MAGIC NUMBERS OF GROUP C: 956

Forty years ago, Porsche set a brand-new standard in endurance racing. By **David Addison**



The Porsche 956 was the German firm's first ground-effect sportscar

As Formula 1 was booming in interest with the traditional Cosworth DFV-engined cars now trying to combat the increasing threat of turbocharging, FISA, the sport's governing body, started to turn its attentions to the ailing sportscar racing scene.

Old warhorses built to Group 5 or 6 regulations were still winning and Porsche's 936 won Le Mans in 1981 having dominated the category since 1976. Something was needed to breathe fresh life into the category.

FISA came up with Group C as its sportscar rule set, which embraced the fuel crisis by placing emphasis on economy as much, if not more, than speed. The regulations seemed to favour the manufacturers with their bigger budgets, although the junior C2 category would cater for the independents, with the first two big-budget entries being those of Ford, aiming to revive the GT40's success with its C100, and Porsche.

Group C began in 1982 and it was a Rondeau that won the first race at Monza; Porsche's 956 was not yet ready. When it appeared at Silverstone, bedecked in Rothmans colours courtesy of driver Jochen Mass's connections, it turned heads. The car was quick but Lancia was meanwhile allowed to keep running its Group 6 spyders without need of such fuel parsimony and the Italians won the race.

Things soon improved for Porsche. It began to eke out its fuel better and won four of the eight races, including a 1-2-3 at Le Mans, to take the makes' title, while Jacky Ickx claimed the drivers' crown.

The 956's success was much needed in Stuttgart, where Porsche was in the grip of an identity crisis. The company wanted to phase out its ancient air-cooled 911 in favour of sleek front-engined models like the 944 and 928 - but nobody bought them. The 911 duly survived and Porsche's motorsport chief Helmuth Bott sold the board a Group C programme as a means to modernise 911 technology, with project leader Norbert Singer building Porsche's first monocoque chassis and equipping it with ground-effect aerodynamics.

Group C insisted that the engine block must be production-based, for which the well-proven 2.65-litre twin-turbo was employed, mated to a five-speed synchromesh gearbox from Porsche's 924 Carrera GTR, aimed at preventing costly missed gears at 0300hrs at Le Mans.

One condition that the Porsche board had made was that each race had to bring measurable benefits in technology. Firstly this meant collaborating with Bosch on the electronic engine management needed to master fuel efficiency. Group C allowed only 600 litres of fuel for the 1000km races that filled the World championship

calendar or 2600 litres for Le Mans.

In 1982, team leader Ickx had no interest in being a guinea pig and the number 1 car he shared with the team's benefactor Mass ran with a traditional fuel injection, while the number 2 car shared by Derek Bell and Vern Schuppan was a rolling laboratory.

Once these electronics were sorted, by early 1984, their next job was to deliver a brainchild that company founder Ferdinand Porsche had tried and failed to achieve hydraulically: the Porsche Doppel Kupplung (PDK) semi-automatic transmission. Its complex electronics would again be developed at the 1000km races by the team's number 2 car, by then shared by Bell and Hans Stuck.

Not until 1987 would the hefty unit be reliable, but in the meantime, Porsche had also done something else remarkable: it had saved the Group C concept itself.

Ford's programme was cancelled when rally-minded Stuart Turner took the reins of its motorsport programme in 1983 and the Aston Martin Nimrod was never competitive. Lancia built the fast but feeble LC2s that would hold together long enough to win only one race. In 1983,



Porsche had to restrict power

"The 956 had more downforce than an F1 car"

John Watson



Debut at Silverstone was a head-turner



Fitzpatrick and Warwick beat the factory at Brands in 1983

however, Porsche offered privateer teams the chance to buy their own 956s in the same specification as the 1982 Le Mans winners for £164,000 each (£617,000 in today's money).

This was to prove to be the saving grace of Group C racing - and also provided a considerable chunk of the works team's budget, as a lucrative servicing business was established under former driver Jurgen Barth's management.

An initial run of 12 customer cars was produced, being snapped up by regular customers such as Reinhold Joest and the Kremer brothers, plus British experts John Fitzpatrick and Richard Lloyd. Soon their savvy was offering a genuine threat to the works team, with Joest scooping the 1983 European championship led by 'brilliant Bob' Wollek.

In 1984, former F1 driver John Watson headed to Paul Ricard to test a 956, his prior experience of turbo power having come from the early TAG-Porsche engine in his McLaren late in the 1983 season.

"In the McLaren, I felt considerable throttle lag," recalls Wattie, "and Porsche said that when its engineers drove the car they didn't feel it. I said 'But you haven't driven the McLaren' and they explained they had put a turbo engine in this new sportscar. It was the first anyone heard about it...

"When I drove the car in 1984, it was a quantum leap forward from sportscars that I had driven in the 1970s. It was an impressive car, but quite physical because it was heavy with the downforce that it generated. Remember that F1 stopped having ground effect at the end of 1982 and we went to flat-bottomed cars so to go back to ground effect was a culture shock. There was more downforce in the

956 than in a Formula 1 car of the time.

"The 956 had no modern frills like power steering and you had to really be on top of the steering wheel to get the leverage to really drive the car. My normal seating position had to change just so that I could turn the car properly. In Fuji in '84, when I shared with Stefan Bellof. I hadn't appreciated that he was using the seat adjuster to move the seat back to ease him getting out and me getting in. I would do the belts and then find myself being too far away from the wheel although we held on to win the race."

The privateer team which went furthest to rethink its 956 was Silverstone-based Richard Lloyd Racing, which dispensed with Porsche's sheet aluminium monocoque and built a replica out of infinitely stiffer honeycomb, designed by ex-Lotus F1 man Nigel Stroud.

Many of these innovations were driven by cost, with Barth's official price list including optional high downforce and low downforce bodywork at £8000 a set (£31,000 today) or titanium suspension springs at £1000 each (£3800). Yet often the privateers' thrift gained an advantage over the works team on a more realistic budget. Take the goings-on Brands Hatch in 1983, for example...

At the time, the 956s had a series of vents in the central surface of the car's underbody to allow cooling for the engine bay. During a short qualifying where there was no fear of the engine overheating, the teams would close these vents to gain cleaner airflow underneath the car and more downforce. Around Brands, that could be a second a lap.

John Fitzpatrick, whose JDAVID-backed car was to be shared with F1 star Derek Warwick, had a modification that

allowed these vents to be kept closed in race trim, gaining valuable grip. To do this they fitted ducting around the block of vents which in turn was cooled by an auxiliary fan. It added 10kg to the weight of the car but the penalty would be countered by the car's increased pace. On the team's Goodyear tyres, grippier than the Dunlops for the factory cars, the blue-and-white 956 pulled out a two-lap lead in the wetter first two hours and, although the factory car of Jochen Mass/Jacky Ickx would be faster as the road dried, Fitzpatrick and Warwick won by a lap.

Porsche fell out with FISA in 1984, when the planned reduction in fuel consumption from 60 litres per 100km (4.7mpg) to 51 (5.5mpg) was scrapped. This was to ensure that IMSA teams from the US could compete on a more equal footing at Le Mans, but having expended so much energy and funding on its electronics programme, Porsche failed to see the funny side and boycotted La Sarthe that year, allowing the Joest-run New Man-liveried 956B chassis 117 to take honours. A year later, Joest's charger triumphed again - this time beating the works entries, too, although in 1985 these would be the 956's successor, the 962C.

The 962 was developed to meet IMSA rules, which demanded that the driver's pedalbox should be behind the axis of the front wheels for better protection. Indeed, the front end was one of the few weaknesses that Watson can recall.

"The car had good aero, good speed but the weakness was the aluminium monocoque," he says. "When Stefan Bellof, who was incredibly quick in those cars, had his accident at Spa in '85,



Jacky Ickx and Derek Bell won on the 956's Le Mans debut in 1982

Improving the breed by evolution

The evolution of the 956 and 956B, the 962, came about thanks to American influences.

Keen to stem the Porsche domination, IMSA implemented a regulation that stated that the pedal box needed to be behind the front axis of the front wheels.

What the American rulemakers hadn't expected was Porsche's determination to supply cars to loyal customers so that 962 was created and kept winning! Darn, those goddam Europeans...

The wheelbase increased to 2770mm and engine capacity increased to 2826cc with two valves per cylinder, full air-cooling and a single, huge, turbocharger. Power went up to 650bhp, fuel capacity rose to IMSA's limit of 1200 litres and the cars had to be ballasted to reach IMSA's minimum limit of 850kgs. During 1985, the 962 won 15 of the 16 IMSA races.

The IMSA pedal box regulation was adopted into European Group C regulations for all cars manufactured after January 1 1985 and, although the 956 would remain legal until the end of 1986, Porsche adapted the IMSA-spec for Group C and created the 962C.

Drivers generally agree that the 962



The 962LM won Le Mans in '94

was a less pleasant car to drive, but its habitual understeer and snap oversteer were tamed. In total 77 962s were built at Weissach, and 55 more tubs built privately from carbon fibre.

The adjunct to the 956/962 story is the 962LM of Jochen Dauer that became a GT car under the letter of the 1994 Le Mans regulations. Porsche had to reapply for type approval as the 962 had been approved initially as a Group C car and modifications were needed after the flat-bottomed car proved unstable.

Weighing in at 1000kg the 962LMs were too heavy to combat the speed of the Toyotas but when the Japanese cars broke, Yannick Dalmas/Mauro Baldi/Hurley Haywood took victory. Porsche was heavily criticised for breaking the spirit of the regulations and the cars were promptly banned.



Privateer entrants ensured 956s and 962s wore a feast of paint jobs

the car impacted in such a way that the front of the car folded up by 90 degrees towards the fuel tank and Stefan was in that section of the car. The monocoque didn't have the design strength and integrity and therefore the safety and you were sitting quite forward as you did in the 917, for example."

By 1986, manufacturers were thronging to Group C; the charge led by Jaguar, Mercedes, Nissan, Mazda and Toyota. Porsche's management, however, was focused on the Indy 500.

"Porsche stood still," says Watson. "They had a good car with good aero and a very stable platform, but when Jaguar, for example, started using carbonfibre, the cars benefited from more downforce with the ground effect and Porsche didn't go that route."

In total, the Porsche 956 and 962 won 216 races, including seven Le Mans victories, four Daytona 24 Hours and four Sebring 12 Hours wins between 1982 and 1994. Its legacy as one of the greatest of all competition cars is assured. ■

FEATURE

MIKE JORDAN: A PROPER NATIONAL RACING TREASURE

Paul Lawrence posed readers' questions to an enduring star of British racing



Jordan has become a Goodwood favourite

From humble beginnings to winning the British Touring Car Championship with a family team, Mike Jordan has been a key player in national racing for four decades.

He started his racing in a Morris Minor and progressed into Porsches, where he built an enviable reputation for preparing customer cars. His own racing took him into Eurocars, TVR Tuscons and GT racing before stepping up into the BTCC.

He was later joined by his son Andrew in a two-car team as Jordan Jr started a BTCC career that would take him to the 2013 title with their own outfit.

In more recent years, the focus of Mike's racing has moved to historic racing and the success has continued. The business, Jordan Racing Team, too, is now centred on historic racing with a host of cars tended for owners.

With Andrew increasingly taking the lead in the business, Mike is thinking about backing off a little, but he's still a supremely competitive racer.

Question: Did the Porsche racing story start with you rolling a car that was for sale on a test day and then feeling obliged to buy it?

David Addison

Via email

Mike Jordan: "No, he is close. But Mr Addison is actually wrong, which is great! It was for sale from PCT cars in Birmingham and I borrowed it and I went to the last round of the Giroflex Porsche series in 1986.

"I'd never driven a 911 race car before, and it was peeing with rain in qualifying and I put it on pole, and I thought this was great. Then I slid a bit wide at Clearways, got in the gravel and put it on its side. But it didn't go right over. All we had to do was roll it back down onto its wheels and get the gravel out of the tyre sidewalls. And then we went and won the race. So, he's close but he was wrong!"

Question: Where did the interest in motorsport come from? What would you have been if you weren't a racing driver?

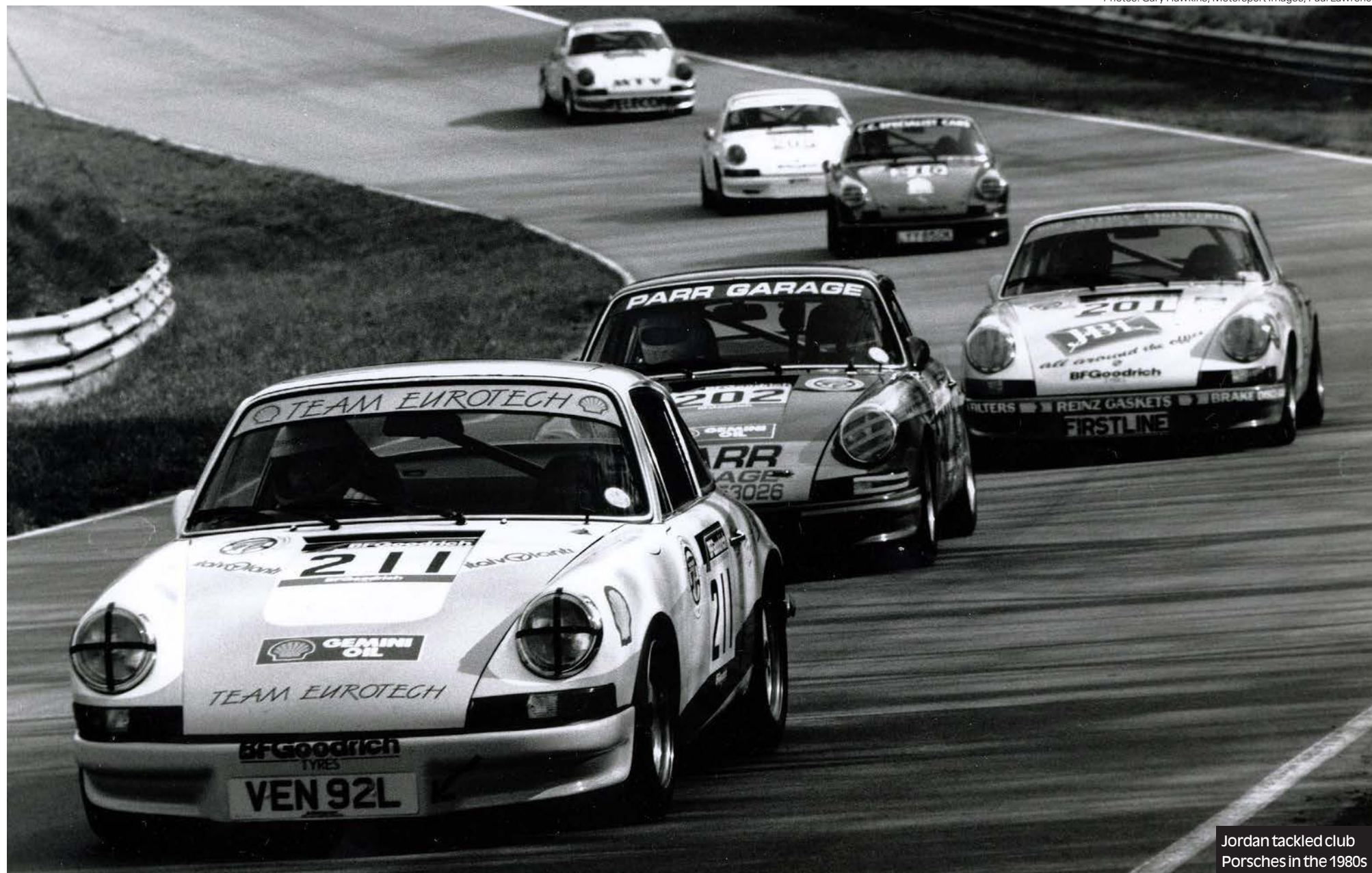
Jason Inglis

Via email

MJ: "My dad, Alf, was really into his cars, he loved them. He had a friend who did a little bit of racing in an ERA and my dad used to go with him to help back in the 1950s. And they went to spectate at Le Mans in 1955. He was a newspaper sales representative and from the little I can remember I can recall him sliding everything from his Austin 1100 to Hillman Avengers around every wet roundabout.

"But then he'd sort of gone away from racing until I pestered him and pestered him from being about 10 years old to want

Photos: Gary Hawkins, Motorsport Images, Paul Lawrence



Jordan tackled club Porsches in the 1980s

to go to a motor race. And he finally took me to Mallory Park when I was 14, to my first-ever race. And that was it.

"At that first meeting, there was Dave Brodie, in his Mk1 Escort, 'Run Baby Run'. So, I absolutely adored those sort of Special Saloons and Formula 5000 was really strong as well. Once we'd been once, then every weekend, all I wanted to do was to go to motor racing.

"In Formula 5000, Steve Thompson was good at the time, and he was a car dealer in Walsall and his garage was opposite where my dad's Birmingham Post and Mail office was. So, Thompson was a real hero for me and people like Tony Trimmer and Tony Brise were in Formula 3 at the time. But it was always saloons that I was really interested in, Escorts in particular. I thought that was fantastic.

"I went to train as a civil engineer. Well, first off, I tried to get into the RAF because I wanted to be a pilot, but I failed the eyesight test and sort of got a bit lost after that. So, then I went and worked as a structural steel work draughtsman.

"I didn't even have enough fuel to get back from my first race"

Mike Jordan

"When I was 18 or 19, I was stood there with blokes, who are my age now, and they were still doing it and moaning about what a crap thing it was to do. I knew I couldn't carry on doing that, so God only knows what I'd have done if I hadn't got into racing."

Question: Why was a Morris Minor your first race car? It seems an unlikely competition machine...

Russell Scobbie
Via email

MJ: "A guy I worked with called Eric Walker had built a Morris Minor for Classic Saloons and we were working on the M5 widening project to make it three lanes. He built it, did one race in it and didn't like it. I just thought that's what I should try and do. I did think that was my career path to a Formula 1 drive.

"All of a sudden it was accessible. He wanted £750 for it, and I'd got nothing, I'd got an old Ford Escort. I went to three different banks, and I borrowed £250 from each of them. The plan that I told each of the bank managers was that I was going to buy a Morris Minor as a classic car and restore it to make a profit.

"So, they all lent me £250 pounds to buy the same racing car. And that's how it started. And literally, I was clueless. The first race I ever did was at Aintree. I'd never been to a race meeting other than as a spectator before. I knew absolutely nothing about it.

"My mum had died the year previously, so my dad was really anti me going racing. He thought that was not a good thing to be doing so he wasn't happy with me. There were only the two of us and we were living on our own. On April 14, 1979, I raced at Aintree, and I drove the Morris Minor

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An international sportscar chance came with the Lister Storm in FIA GTs at the Nurburgring in 2001

FEATURE



Castle Combe in a Lister Storm was a real challenge

there. I'd got a little toolbox with me and a big 25-litre jug of fuel because I thought it's only got a little tank. I drove it there, unloaded everything and raced it. Not one bit of me thought what happens if it breaks down or what happens if I crash or anything? There was none of that. The one thing was that I used a lot more fuel getting there and in the race than I thought, and I didn't have enough money to put fuel in to get home.

"So, I came back down the M6 coasting down every hill, just praying I was going to get home and I did just get home. I literally had no money with me. I'd taken about £5. I slept in the car the night before, raced it all on my own and drove it back and I just thought that was absolutely amazing. I finished and it was great. And it's absolutely true. I was 21 and I never gave the fuel a thought as I was driving up there. I did two years in Classic Saloons, which was great. And a couple of other people asked me to drive their cars and one of them had a lovely Zephyr which I drove."

MN: Did you ever have any proper training?

MJ: "The Sun newspaper always ran a motor racing competition and I won it that year. About 50 people went to Brands to do trial lessons and all that. And then the winner won a course of lessons.

"The same year, Mike Eastick was running Scorpion Racing and he used to do a similar thing and I went to Donington for another day: you had to pay £100 or something. Rob Wilson was chief coach there and I won that day and went to a course at the racing school to learn a bit.

"Going to the school at Thruxton was mega because at the time they'd got Neil Bettridge who was doing British F1, and they'd got James Weaver as chief instructor.

"Just spending a week with James Weaver was an eye opener when you thought you were good, and you were quite tasty. James had got this shitty old Alfa 75 road car that would just be on the lock stops everywhere. If you went to just put the cones out with him, you were looking out of the side window all the time. He was amazing and it was quite a revelation. In the Formula Ford, I think we were limited to about 5000 revs and that would go easily flat around the back at Thruxton. Then at the end of the week when you're running at full speed, you can go flat out, and they took us out to the marshals' post at Kimpton. James said he'd just show us how to do it and he comes into view in an old Hawke DL15 and flicked it into Goodwood. He was looking at us and he never lifted, and I just

stood there and thought I'll never do that."

Question: Porsches, TVRs, Eurocar, Goodwood: you seem to enjoy oversteer! What is the trick to getting the most from a rear-wheel-drive car?

Rob Carter
Via email

MJ: "I've always enjoyed oversteer. When I raced the Formula Ford I started off doing it completely on my own and I just used to hurl my Hawke on full opposite lock everywhere and then complain that everybody's got a better engine than me on the next straight.

"I've got to say that from when I first started driving my dad's Hillman Avenger at every roundabout it was on the opposite lock stops. It's just what I like. I remember the first time I ever took my wife Judith home from a race meeting, where her dad was racing, and I'd got an Escort Sport then. I took her back from Silverstone to our house to meet my dad.

"There was a set of traffic lights I knew well, and they were always super slippery in the wet and I gave it the big flick when we pulled away from the lights and held it sideways onto the next bit of dual carriageway. She said 'what are you doing? You could spin.' Her dad was Philip Stokely, and he raced a lot of Fiat Abarths in Classic Saloons."

MN: That style worked well in the TVR Tuscan Challenge...

MJ: "Tuscans was an amazing place to be. We'd got John Guest as a good proactive sponsor, and we were working very well for our sponsors. We had sponsorship from John Guest in the first year of Tuscans and a season in Tuscans probably at that time was around £80,000. I think in our first year from John Guest we had £50,000. That was a good level of sponsorship. But the rumour in the paddock was that we'd got £150,000 because of the way that we turned up.

"We went and bought Will Gollop's old rallycross truck which was a single-car truck with a little living accommodation on the front. We could have just turned it out as it was, but we had it all painted in the John Guest blue and white and it looked a million dollars with just one car on the side. Nobody else in Tuscans at the time was doing that, it was proper professional, and they were all convinced we'd got this huge budget which we didn't have.

"The sponsor thought it was great because it made them look better than the others and they did things like sponsoring race meetings at Castle Combe, and that was all about us working with them to really make the sponsorship dollar work."

Lister Storm around Castle Combe?

Barry May
Via email

MJ: "No I don't think Castle Combe in the Lister was that scary. I always loved Castle Combe. It would probably have been more scary what [team boss] Laurence Pearce would have done to you if you hadn't won, so racing was a lot less scary than the bollocking you're going to get from Laurence if you if you didn't perform as he wanted."

MN: What was he like as a boss?

MJ: "I loved him to bits, I absolutely did because when I went and drove the Lister, I'd been driving and preparing a lot of cars for a long time. When I went to drive the Lister, we were still running cars for the Jones brothers and Mark Sumpter in Porsches in British GT. But going to drive the Lister I was like me being a proper driver.

"Laurence would always just make you dig deep. I thought he was great, absolutely great and I can't speak highly enough of him. But he was very dominant. Once I remember at Rockingham we'd got too much understeer in the Lister. We just couldn't get the front end to work over the fast left-hander as you come back towards the pits, and I was convinced it needed a bit more camber on the front.

"He was saying, no, we never have more

Question: How scary was it to race a

"The TVR Tuscan series was a great place to be"

Mike Jordan



Jordan has recently restored his mighty TVR Tuscan race car



Oversteer heaven: Mike on his way to V8 Eurocar success in 1997



Team Eurotech took British GTO spoils in 2000

camber, and we had a bit of a set to and I've got a photo of him and I sat on the pitwall and we both look a bit long in the face. I was saying I was sure that's what it was. In the end he said: 'go on, do it, but you're wrong, you're wrong, you're wrong.' And I was right. And I do think that was quite early doors and after that we had a good relationship.

"He just let me make input. I think perhaps with some people it was a case of that's how it is. I've told them how to set it up and it's perfect, just drive it. But he and I were probably a bit different, and he listened and we had a great time.

"I went and did the Nurburgring FIA race in 2001 and won it with Jamie Campbell-Walter because whoever else was driving with that year, couldn't do that event. Laurence just rang me up and said right, this is your big chance. You can drive with Jamie at the Nurburgring we've got to go and beat the Prodrive Ferraris. No question of asking for any money or anything.

"I put it on pole in the wet, then there was another session that went dry so I lost it, but it was just a big adventure with him. That's probably why he was so committed and so intensely competitive going up against Prodrive with Frederic Dor funded Ferraris for Peter Kox and people like that. Laurence lives in Portugal now and he's got a little workshop at his house, and he still does a bit of work on some Formula 1 cars. He's a great guy."

Question: Who is the best sportscar partner you've ever shared with?
Emma Facey
Via email
MJ: "Mark Sumpter and I had a good adventure when he bought his Porsche GT3R for British GT. He'd come from Porsche club racing, and we'd been looking after his car and that was a big step up and then to go on and do the 24-hour race at Daytona was awesome. So as an overall thing, sharing with Mark was special and winning British GT with

David Warnock in the Lister was another really big deal with a top co-driver.

"But I also shared the Jones brothers' Mercedes with Bernd Schneider he was just a lovely guy and bloody quick. He'd done most of the testing for Mercedes, so he knew the car so well.

"When we got to Spa, he was so good. There were the two Joneses, me and Schneider as a squad for the 24-hour race and he'd got no idea who I was, but I did quite a good lap time early doors in testing and he was really good and was asking where's the car good for you, where's it bad? He was so helpful: he was just a fount of knowledge and really phenomenal. But I remember that he had a funny little furry animal in his kit, it was like this little mouse or something that he kept tucking into the zip of his kit bag. Obviously one of his kids had given it to him, but for somebody like a five-time DTM champion to take a furry little kit animal in this kit bag was pretty special.

"He was the highest-level driver that I ever shared a car with but the guy I shared the most with and we had a lot of success, we had a lot of laughs, and we had a lot of fun: that was Mark Sumpter. Sharing once with Schneider was a phenomenal experience."

Question: You dabbled in historic rallying. Would you like to get back on the stages? And what is the biggest difference between racing and rallying?
Malcolm Munt
Via email
MJ: "I made a fundamental mistake in rallying. I should have done quite a few more rallies in the little Group 1 Ford Escort RS2000 that I'd first hired from John Cropper at XS Racing, where you could learn it all at a modest speed. But I did two events in that, loved it to bits, and then I went and bought a Group 4 Escort and went to Epynt and it was a recipe for disaster. I was quick in it and on the stage before I destroyed it I think I was quickest. But I was going too fast for my experience

of when to push and when not to push.

"I would really like to do some more but I would not go to Wales where there's big mountains and big drops! I could not deal with that. I remember Steven Smith saying to me when they call fresh air in the notes, just ignore it. But I said I can't ignore it. You're off the side of a cliff and he said no, you just have to forget it and I couldn't.

"I do just love sliding cars around and I noticed the other day that my old Porsche and TVR rival Phil Hindley is still doing a bit of the classic stuff. I could see me having a go at that because the big thing obviously is time in the car. I did my rallying with Graham Henshaw as my co-driver and he was a really nice guy, and you spent time with them. It's not just hanging around at a race circuit, it is a lot of time in the car when you're rallying.

"I think I went about it the wrong way. I was too bullish and if somebody said to me just have a little Group 1 RS2000, just do that and don't extend yourself too much and learn it and when you can wring the neck of that then maybe move up a little bit. That's what I did wrong, but I thought it was phenomenal so it's not off the list at all."

Question: Whose idea was the humorous names you ran on the rear windows of your Honda Integras when you raced alongside Andrew in the BTCC in 2008 [the pair ran 'Young one' and 'Old one on the cars at Thruxton, for example...]?
Harry Adams
Via Facebook
MJ: "You know, that was Alan Gow at that first meeting when we turned up and initially, I think if he'd done it for one meeting it was amusing, but then actually it got to be kind of tedious. But touring cars is Alan's show and if he wants to do it, he's going to do it!"

Question: You masterminded Andrew's BTCC title success in 2013. What is more nerve-racking: driving or being on the
continued on page 24

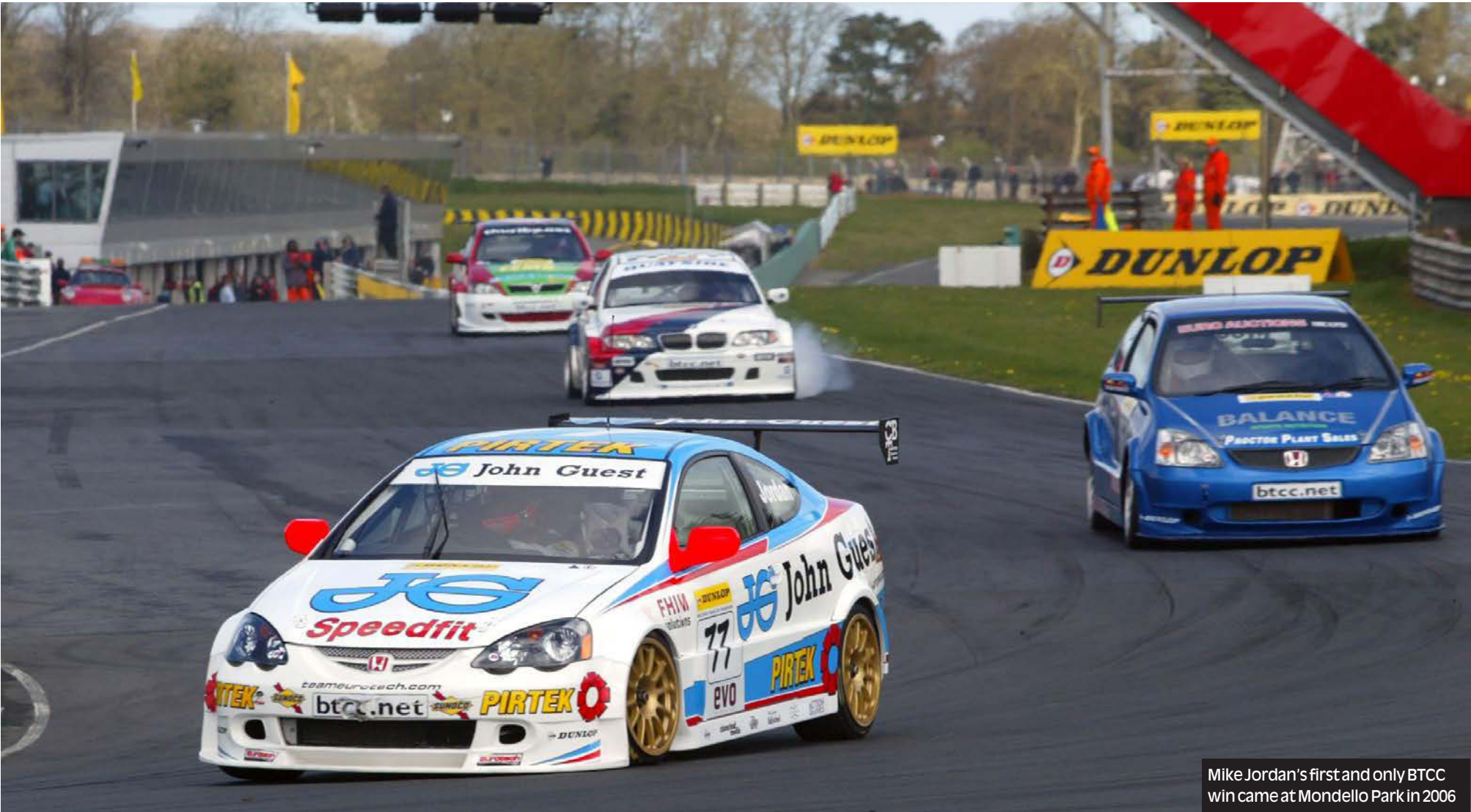


Mike Jordan hasn't ruled out a future return to historic rallying



Jordan enjoyed his adventure with Jamie Campbell-Walter in 2001

FEATURE



Mike Jordan's first and only BTCC win came at Mondello Park in 2006



Jordan enjoyed a winning season in GTs with co-driver Mark Sumpter



Jordan Jr went from karting to the summit of the touring car world

pitwall? What kind of a racing dad are you?
Damien Doherty
Via email
MJ: “I was only a part of the mastermind to it with my son-in-law, Adam Hardy. I put the whole programme together and planned it for probably the previous five years of where I thought we could get it and how we could try and do it. But that was a three-way job with Andrew, Adam and me.
“The three of us just lived and breathed spanking everybody else in the BTCC. It’s a lot more nerve-wracking doing it like that than being in the car. Because in the car, you’re just totally focused on the driving. We realised halfway through that year that it really could be our year. Lap for lap [factory Honda driver] Gordon Shedden couldn’t match Andrew’s pace in the same car that year and when you looked at it, we thought this was one we were not playing from the back foot of not being quite quick enough.
“When Andrew was very young, we used to go karting at Chasewater most nights after school. If it was really wet, we’d go there on slicks and just drive round and round and he loved the driving and sliding around. But he didn’t like the racing in karts. He’s always said because I’d achieved a lot in my racing, that I wasn’t trying to live out my racing ambitions through him.”
MN: How did Andrew get started in cars?
MJ: “I said that if at some point if he wanted to do something, to come and talk to me but he needed to lead it. Andrew would still read Motorsport News and then they launched that Ford Rally Academy with those funny little buggy things with a Ford Ka engine.
“He saw that you could do a taster day for about £90, and he came to me and said he’d like to try and have a go at that, could he do it? And he went, and though he was actually too young to do it, they let him do it and he was super-fast straight away. That’s where it started from. But we were

not millionaires, and I could not throw money at it, but we just grafted together.
“Then we got his rallycross Mini, and we went to the first rallycross at Croft that we did in Junior Rallycross in the Winter Series. As a racing dad you do get massively competitive, but I don’t think I’ve ever been pushy.
“In 2008 in the BTCC, he got a reverse-grid pole at Thruxton. He was only 18 in his first year in the Integra and Jason Plato was alongside him in the diesel Seat, which was the quickest car around.
“Sure enough, Jason jumped him off the line, but Andrew put pressure on him and just went with him and went with him and went with him. But in the end, the ECU failed on the car, so we had to retire.
“But before the race, so he’s 18 and he sat on pole, I went and said right just relax and just take it as it comes. I think there would be a few racing dads that would have said you’ve got to win; you’ve got to win. I said if you get a good result, it is because you deserve to get a result. If we don’t, it didn’t quite work. That was always how I tried to do it because you see a lot of pressure that a lot of dads put on but that’s not me, it doesn’t work for me.
“I think I was a completely non-conventional racing dad. I can remember saying you’re really good at this, but I always drilled into him right from the early days in rallycross to always

remember there’s a lot of people that are really good at it. The ones that will do well will work harder. They’ll work harder with their sponsors, they’ll work harder with the car, and they’ll work harder learning about it. So don’t just think I’m good at it, because there’s lots of people that are good at it.
“When he started circuit racing, we bought a little Ginetta to learn the circuits when he was 16. Right through that year’s summer holidays, we would just go with the van and a trailer. We stayed in the Travelodge with no mechanics or anything like that. But we’d go to Snetterton and do a zillion laps because they’re cheap as chips to run and he got the experience. That’s how we approached it. Rather than go and try and get him up the ladder, we just kept it quite grounded.
“I said: ‘you mechanic the car, you change the wheels and tyres while I’m having a coffee,’ and that’s how we did it. When he started racing another thing I said was to remember my view on any club race. Anywhere that you’re going to race, there will always be at least one person in that race that could be a top-level professional racing driver had they had the opportunity, which usually means if they’d got the wealth to do it. You never think I’m going into a 750 Motor Club race at Croft and you’re going to beat everybody’s asses because there will be



The Jordans – and Adam Hardy – threw everything at the BTCC in 2013



Jordan's last-gasp Goodwood win in 2017 was a highlight

somebody there that is really good.”

Question: Who is faster – yourself or Andrew?

James Hilton
Via email

MJ: “Oh, Andrew is absolutely. I think I’m a way better racer than I am a driver. I think in all of my time doing good racing in Porsches and TVR and so on, that if you look for a lot of the grid sheets, I’ve never been super good on my own qualifying laps. But if you gave me a Tuscan, and I was in the top six and said to race everybody around me, I’d be fine. I just love that.

“With Adam Hardy, especially in 2012 and 2013, Andrew spent so much time focusing on his driving techniques on qualifying laps and approached it far more analytically than I ever had. So, his one-lap pace like that was blistering. He would spank me all the time.

“When he came into touring cars in 2008 when we ran both two cars, on the first couple of test days I might have been bit faster. But it didn’t take very long. But you’ve still got the learning thing. I can remember a race at Silverstone that went under safety car, and he was ahead of me in the pissing rain. We were only on the national circuit and on the restart at the end of the National Straight where he was just a bit tentative on the brakes, I just stuck it

straight past him on the brakes. That was just an experience thing, but he got me back later on.

“He’s faster than me in everything but he is half my age. Normally in an Austin A40 around Goodwood on a really good day, I’m half a second off. An average day is six or seven tenths off him. I’ve always said to him, if I get regularly a second a lap slower then I would think I’m not doing it anymore. And that’s great because you see a lot of older drivers who convince themselves how fast they still are and come up with every reason in the world.

“When you’re sharing the car with somebody as quick as he is, in the sorts of cars we drive, the data doesn’t lie. A lot of the time he’s so good with me, because he can see if I’m a little bit off the pace in one of the Cortinas or something he will tell me it’s just my brake release data.

“That’s a big thing with him. He’s stunningly good at getting off the brakes and carrying speed into the corner. If you looked at our data as our average, most places I’ll probably brake a little bit later than him, but I just do that classic thing of braking a little bit later and staying on them a touch too long. He’s really good at getting off the brakes and carrying speed. That’s where he’s always better than me.”

Question: If there was going to be a film of your life, who would play you

and who would play Andrew?

Robert Smith
Via email

MJ: “Bobby Rahal would play me because there’s a certain synergy in our looks. If you put the two photographs together you’ll see. I asked Sarah, my daughter, as she’s better at this sort of thing. She said for Andrew, someone like Ryan Reynolds or Orlando Bloom.”

Question: Is there any category of racing you’ve yet to do that you want to?

Steven Nye
Via email

MJ: “I’ve been very lucky to race such a lot of things. When Andrew started, we did a little bit of Britcar together in a Ginetta and we did a bit of modern stuff, but I now have no great interest in modern racing. If somebody said to me, do you want to come and drive a GT3 car, I would not be quick enough to drive that sort of high-downforce car because I’m 64 [this]

month. I love looking out of the side window so it wouldn’t be for me. I’ve done more than I ever dreamed I would so I’m quite happy doing what I’m doing.”

Question: What has been the most satisfying win of your motorsport career?

Gary Whiting
Via email

MJ: “I’d be really tempted to say winning the last round of last year’s Mini S7en championship when I was up against a lot of young lads. There’s a guy in that called Connor O’Brien and there’s Nick Croydon-Fowler and Spencer Wanstall and they all want to be in touring cars, but they probably never will be and they’re all really, really good.

“There were six of us in that train of cars at Donington and I just managed to outfox Croydon-Fowler on the last lap to win it. That was great, because I was probably starting to question because in a lot of the successful races I’ve had lately I’ve shared with Andrew, or I’ve shared with Mike Whittaker but in this there were no driver changes, and nobody got lucky under a safety car anything. You’re right there flat-out racing in a Mini Se7en and I won it and I was so pleased. I was over the moon chuffed; I really was.

“I think the other one that brought a lot of satisfaction, and it still gives me goosebumps, was winning the Graham Hill Trophy at Goodwood in 2017 in Mike Whittaker’s TVR Griffith and passing Andy Wolfe around the outside at Woodcote.

“That was amazing and that ranks right up there. We were a bit behind after the pitstops and I could just see him and the Emanuele Pirro Cobra ahead. It was just one of those drives where you carried the car. After the race I pulled into parc ferme and bless him, Henry Hope-Frost was there. He came to me with a microphone, and I looked at him and I said just give me a minute.

“I looked down and my hands were

shaking. *Both* my hands were shaking. That race was just moment after moment after moment to get to him. And then to do the pass around the outside, that was a big achievement. Because when you catch somebody like that you need to do them quickly. You don’t want to drop to their pace. He blocked me a couple of times before I thought if you do it again, I’m going around the outside so that was cool. But honestly, I was emotionally drained after that as it was every bit that I’d got.

“I’ve won the Wilhire 24 hour race and things like that, but you probably tend to remember the more recent things, so I think those two stand out and, honestly, that Mini Se7en race was epic. It was a typical Mini race and there were no bumping and boring and no nonsense.

“To be honest, halfway through last year, I thought I don’t know if I’m good enough to do this anymore. I really don’t know if I’m good enough to do this. The young lad Connor O’Brien won the other race that day. One race was wet, and we all went out on dry tyres, and he blew us away. You know, he could go a long, long way.”

Question: What is your biggest regret in racing?

Wendy Roberts
Via email

MJ: “Without hesitation, it was Andrew’s 2015 season. We’ve always tried to be honourable and it really cost us that year. We’d signed a deal with Triple 8 to race the MG in the British Touring Car Championship and about two weeks later Peugeot invited him to drive a factory car in the World Rallycross Championship alongside Sebastien Loeb and Timmy Hansen. It was a one-off opportunity, but we didn’t break the contract. Andrew then had a forgettable season in the BTCC in a car that was at the end of its time. If I had my time again, we’d have broken the contract because World Rallycross had always been the dream.” ■

“Andrew is certainly much faster than I am now”

Mike Jordan



The ‘Kid’ Andrew Jordan leads father Mike in the BTCC back in 2008

FEATURE



Short with his sons has raced the C1 and recommends it

Cost, availability and track time mean C1 racing suits youngsters

SHORT PATH TO

Costs and getting youngsters their first taste of car racing are two common



C1 endurance racing helps development, including night driving...

Of all the problems in UK circuit racing there are a couple that seem particularly prominent: costs and youngsters getting a chance behind the wheel. And there's overlap in the Venn diagram.

Martin Short, for one, has noticed. And he should know, not only as an experienced and successful racer, team boss and car preparer, but also as someone whose own sons, Morgan and Marcus, are starting their own racing journeys.

"I still keep a very firm grasp on costs and count the pennies and count the pounds," Short tells Motorsport News, "and I treat motorsport as a hobby. I try not to have it as a ridiculously expensive hobby but that's the way it does seem to be going."

And on how to give youngsters a chance in a cost-effective way, Short reckons he has a solution. He suggests a C1 Junior Cup, an equivalent of the existing highly popular Citroën C1 one-make endurance contest, expect for racers aged 14 years plus.

"I don't want to demean the hard work that other people have already put into car racing for 14-year-olds [in existing UK junior championships]," Short says. "I'm just giving a viewpoint as an experienced racer with two sons coming through the

system and my thoughts on it."

Short suggests the C1 for a number of reasons. "There are lots of C1s about that are already built to the C1 spec," he notes. "You may well find that there are plenty of fathers out there that own C1s that race themselves that have got their own kids, like me. Certainly if it was me and there was a series for C1s I would have had no doubts at all about putting Morgan or Marcus as a 14-year-old into it."

"The actual running costs of the C1 are for nothing: £120 worth of tyres will do probably four hours of racing, it doesn't use much in the way of fuel at all. You buy an engine for £300, a gearbox for £100. You can buy a C1 with an MOT for £350. You could probably easily build a car for three-and-a-half grand if you did it yourself."

"[It's] a very safe route as well, they're not going particularly fast, they've got a bloody good rollcage around them, it's difficult to get into trouble."

"I know a number of people that are doing karting that are disenfranchised or sick to death of the costs and trying to compete, they probably do want to get to car racing and start to feel a car that moves around underneath their feet, isn't rock solid. And you've got to learn how to use the weight and the car moving to get the performance out of it and change gears and not blow the engine up and all those things that are so different from kart

racing to car racing."

And for Short it's not just talk, as both his sons started their racing in a C1, and Martin also shared a C1 with them in last year's Silverstone 24-Hour C1 race.

"Marcus [is] a case in point," Short adds, "we took the C1 up to Blyton Park and he drove for five hours which cost nothing. We rented the circuit for about £100 for the day and we filled up the tank and I don't even think he used a full tank of fuel and he just drove round all day, and his brother sat with him and then he improved, [and also] he had to learn how to deal with traffic."

That C1 racing is endurance competition is another boon. "That brings the price down," Short says; "the amount of people I've said to, parents and stuff, some people that aren't even racing, look you as well can go motor racing, you can get a car for two-and-a-half grand, to do a four-hour race, it might cost you a grand for the entry fee but you could share that with two or three drivers if there's mandatory pitstops that force you to change drivers, and you can do the whole thing on one set of tyres and probably 70 quid's worth of fuel."

"And you're learning so much because you've got so much track time, and it's not just about banging and crashing your way through the first corner and 20 minutes later or 15 minutes later you've got your result, you've got to learn how to preserve

Photos: Jakob Ebrey



There are plenty of racing-spec C1 cars available including some that parents can pass to their children



The C1 Racing Club is a popular contest

What does Motorsport UK look for in a junior championship?

So you have your idea for a new UK circuit racing junior championship. What do you need to do next?

Governing body Motorsport UK's race, speed and kart executive Cheryl Lynch tells Motorsport News: "You'll have to lodge an intent to run a championship for the following year. New championships would go through the [championship control] panel, but because this is a junior championship that would firstly get referred to the race committee."

And as for the governing body decision on whether or not you get a green light for your proposed new contest, the level of driver demand is crucial. This though can be hard to ascertain for a junior championship, as Lynch explains: "You'd normally expect them [a new championship] to be run as a series at least a year beforehand to demonstrate they've got the customer support, we can't do that with a junior championship because you don't have that mechanism."

There are other differences for junior contests too. "Because they're juniors we have to be a lot more safety conscious about them," Motorsport UK's sport, safety and technical director John Ryan tells MN, "and on that basis we actually have more amplified safety regulations, technical regulations for the cars in particular." These include an FIA-homologated seat, the latest safety harness and a certain level of side protection.



Special requirements...

"And those cars will need to be inspected by a senior scrutineer for that championship against this given specification and that's something we brought in quite recently as well just to enhance the regulations."

"[There also] is the power limitations," Ryan continues, "so what we have in place is a 0.12bhp-per-kg at the driven wheels, and what we're trying to achieve is an approximate maximum speed of 100mph."

AFFORDABLE JUNIOR RACING

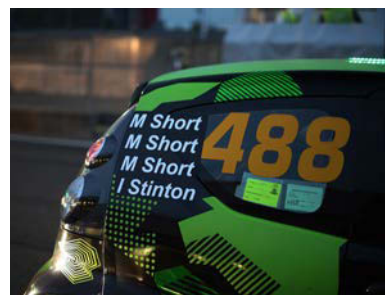
problems. Is a junior C1 series the answer? Graham Keilloh investigates

your car and not get involved in collisions.

"The C1 was just the most amazing experience for [Marcus] to have and [at the Silverstone 24-Hour] driving through the night."

"The problem comes with stopping people spending money," Short warns. "The C1s are extremely limited in what can be done to them."

"If I was to recommend something it would be somehow come out with a series that you weren't able to test at, that you weren't able to throw money at, you weren't able to get instructors at other than to teach them how to drive on an airfield or a Blyton or somewhere like that, and then when they go into a race circuit they just figure it out for themselves and there's no way that they can be improved by a rich dad throwing loads of money at it."



Short shared a C1 with his sons

So far, so promising. So what does the head of senior C1 racing make of it?

"If it's going to be done then we'll do it," C1 Racing Club director Robin West tells MN. "It's something that we're more than happy to facilitate."

West agrees with Short also that C1 racing's minimal costs, availability of cars and endurance format make it ideal as an accessible entry-level junior contest.

"What C1 offers to everyone is low-cost endurance racing, that's why the club was formed," West adds. "You cannot go endurance racing cheaper. Everything is super basic for the reason of keeping costs down. That's the advantage of it over everything else really."

"It's great getting the younger drivers into more the endurance stuff, it gives them a better, level head."

"The beauty of C1 is you can get the things done, built and on the track for £3500-4000 no problem and a lot of the families have already got them, if they're racing in the adult class they've already got their car."

And to offer some kind of cost comparison, as an example the Fiesta Juniors' new build kit is priced at £13,999 and a donor car is estimated to start at £1500.

West though perceives hurdles to overcome for our C1 Junior Cup. For starters there's getting track time. "From the outside you [think] you just buy track time and we go racing," he explains, "but unfortunately there's so much more to it than that, fitting in with other grids and getting marshals to actually attend is a real tricky game to play."

"If you've already got a race meeting that's got five hours' worth of one-litre racing on it with the adult [C1] class, if the marshals looked at the calendar and then saw that there's another load of time for juniors you just wouldn't get the marshals because basically they get bored."

"We've looked at doing some shorter races for juniors but you then just [get] market dilution because there's already plenty of classes out there that kids can do short sprint-style racing in. If they can go and do sprint racing in a 1600 Fiesta, why would they choose to come sprint racing in a one-litre Citroen?"

"I wouldn't do the sprint race thing with our cars because that's not what the cars are built for."

Short though responds: "[You could] maybe do one or two four-hour races or three-hour races a year, but base the series around 40-minute races with a mandatory pitstop and absolutely minimal testing. Maybe allow a 40-minute test session then followed by a 40-minute qualifying session then a 40-minute race."

Another hurdle that West notes is that currently governing body Motorsport UK limits at four the number of junior championships for 14 to 17-year-olds that are allowed, and all four slots are taken. There's the established Ginetta Junior, Fiesta Junior and Junior Saloon Car Championship, plus a new Scottish junior contest (British Formula 4 and GB4 are considered senior championships with special dispensations to run 15-year-olds).

"The rule of having a limit of four is to try and make sure that it helps the sport and we don't end up having small grids," Motorsport UK's sport, safety and technical director John Ryan tells MN.

But that's not necessarily the end of the story for our C1 Junior Cup. "If asked the question [to request an extra junior championship permit] we could put it to the race committee and we could put it to the board and ask them to consider variations," Ryan continues, "but we need

to understand what the benefit would be for the sport and for the customer base. We wouldn't want to make a change just for the sake of an organiser, it has to be a good solution for everybody and we'd want to actually see what is the demand etc, because what you wouldn't want is another junior championship coming and then only having a grid of half a dozen drivers or something of that nature."

"Never say never; there is evolution in rules of course and you have to adjust according to the current climate."

Motorsport UK's race, speed and kart executive Cheryl Lynch adds to MN: "It's fair to say we've not had an abundance of applications. There's been applications mooted, but don't ever materialise."

"If we received an application we wouldn't automatically say no, it would be put towards race committee and it would be considered on its own merits and we've got to look at what's already out there, the stability of the sport as well."

"I just like to see cheap motorsport where anybody can do it and that's why C1s themselves are so great," Short concludes. "But notwithstanding the fact that there are people out there that are running the Mazda championships and there's a few others that are following those ethics of cheap motorsport, getting back to 14-year-olds it needs a further push." ■

"I like to see racing anyone can do"

Martin Short



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Luke Kendall, son in law of Martin Short, has formed his own business to take over the work from Rollcentre as Martin takes a step back from the front line of motorsport.

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FEATURE

MOTORSPORT NEWS POLL:
SCOTLAND'S FAVOURITE MOTORSPORT HERO

Motorsport News is on the hunt to crown the nation's most loved hero. By **Matt James**

Photos: Gary Hawkins, Motorsport Images, mcklein-imagedatabase.com

There must be something about the highland air, but for a country of just over five million people, Scotland certainly has made its mark in the motorsport world.

Five F1 World championships have gone to drivers from north of the border and it has also spawned a three-time Indy 500 winner and perhaps the most famous World Rally Championship driver of all time.

It is an impressive record, and we are on a mission to uncover the most beloved driver who has sported the Saltire on their quest for motorsport success. Have your say on our website, details on the right.

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THE CONTENDERS



Jim Clark
The two-time World champion was the driver whom peers held in the highest regard. The quiet and sometimes socially awkward farmer from the Borders was not one for the headlines and the trappings of being a front-line racer. All he wanted to do was drive cars. Between 1960 and 1968 he started 72 grands prix for Colin Chapman's Lotus team and won 25 of them. But it was also Clark's versatility that made him stand out. Be it at Le Mans, in the British Saloon Car Championship, NASCAR or the Indy 500, Clark was adept at each of them and a pacesetter on his rally outings too.



John Cleland
John Cleland himself would joke that he was a car salesman from Galashiels up against a host of international superstar racing drivers when the British Touring Car Championship was at its pomp in the mid-1990s, but he had the last laugh by trumping them all for the title in 1995. As the cameras started to roll on the BTCC, the Vauxhall racer was in his element: but the walking quote machine wasn't merely a mouth, he was a winner. His 1995 crown had added to the former rally driver's 1989 success as he quickly became one of the most familiar motorsport faces in the UK.



Dario Franchitti
How Formula 1 team bosses never woke up to the talents of Dario Franchitti is a crime but it didn't bother the West Lothian man. Instead, he set his sights on dominating America and boy, did he. The four-time single-seater title winner in the US is probably more famous for winning the Indy 500. Not only did he do it in 2007, he added his name to the Borg-Warner Trophy again in 2010 and 2012. Only four drivers in history have had more success at the Brickyard than him.



David Leslie
A rising single-seater star of the late 1970s and early 1980s, the Dumfries and Galloway driving star truly shone when he linked up with Ecurie Ecosse to tackle the World Endurance Championship in the C2 division. Leslie helped the squad to the teams' title in 1986. But it is perhaps as a BTCC driver that Leslie is best known. He joined the championship full time in 1992 in a Vauxhall Cavalier and he was a race winner a year later. He switched to the Honda squad in 1995 and finished fourth in 1996. Joining the all-conquering Nissan team in 1997 put the pressure on and he was runner up in the championship in 1999 behind team-mate Laurent Aiello.

Allan McNish
Dumfries racer McNish was a bright young rising single-seater prospect until he got stuck at Formula 3000 level. Undeterred, he forged a career in sportscar racing. He took a win at Le Mans for Porsche in 1998 and also raced for Toyota, for who he raced in Formula 1 in 2002, but is probably most associated with Audi, with which he took two further wins at Le Mans. He claimed the World Endurance Championship in 2013 to finally receive the title his career deserved and has since been seen on the Formula E pitwall and is an adept broadcaster too.



FEATURE

THE CONTENDERS



Jimmy McRae
In the 1980s, Jimmy McRae was the benchmark driver in the British Rally Championship and took a record-breaking five titles between 1981 and 1988 and also claimed the Irish Tarmac spoils in the same decade. He also climbed to the highest stage on the global scene and was a Vauxhall, Opel and Austin Rover driver in his 25 appearances. The highlights were a pair of top-three finishes on Rally GB in 1983 and 1987. He is still very active on the historic scene.



Colin McRae
The legacy of Colin McRae is unmatched in rallying, certainly in the UK. The Lanarkshire flier captured hearts and wins with his press-on style and sharp-tongued style with the media. Two British titles in 1991 and 1992 were the springboard into the WRC and that is where he felt truly at home. There were 25 wins from his 146 starts and he famously claimed the World championship in 1995. With a top-selling computer console game carrying his name, McRae did more to bring the sport to the attention of a mass audience than any other.

Gordon Shedden

After graduating from domestic racing series at his local Knockhill circuit in Fife, tin-top hopeful Shedden headed south to measure himself against the best in one-make racing in England. After a spell in Ford Fiestas – where he was a title winner in 2000 – and Seat Cupras, Shedden stepped into a front-line seat in the BTCC with Team Dynamics in 2006. He was a winner in his maiden season. As a factory Honda driver, Shedden claimed the crown in 2012, 2015 and 2016 in the Civic Type R. After a spell in the World TCR contest, Shedden returned to the UK in 2021 with Team Dynamics and was still adding to his successes las term. He is fifth on the all-time BTCC race winners' list.



Archie Scott Brown
Although his star shone briefly, Archie Scott Brown's career is a real Boy's Own story. Born with withered legs and without a right hand, he had to overcome many obstacles to race, including being banned after a complaint from a rival about his disability. Sportscar builder Brian Lister was impressed by the Paisley driver's pace and the pair formed a formidable combination. There was also a single grand prix outing at Silverstone in 1956 where he qualified 10th for Connaught, but he failed to finish the race. Perhaps Scott Brown's most significant win came in the British Empire Trophy at Oulton Park in 1957 but sadly he will killed in a sportscar race at Spa in Belgium less than a year later.



Jackie Stewart
Hailing from Dumbartonshire, Stewart's record of 27 grands prix victories from his 99 starts is a record to be proud of in an era where the poor reliability of the cars and the inherent dangers of the sport were highly prevalent. Three World championships – in 1969, 1971 and 1973 – were Stewart's reward for his silky smooth skills behind the wheel. It was a long way from his first racing steps in an Austin A30. After quitting racing at the end of 1973, Stewart became a high-profile ambassador for a number of leading brands and even turned his hand to team ownership with the Stewart Grand Prix team, which eventually morphed into Red Bull Racing.

Eurocar V6 tops the most missed category line-up

Motorsport News set out with a very simple brief; to unearth UK motorsport's most missed national racing championship, and the results are in. Surprisingly, the top two are single-make categories but they are two of the finest that hit the UK race tracks in the 1990s. The sweet sound of the Sonny Howard-built 2.9-litre V6 Ford Mondeo clones in Eurocar V6 provided a superb soundtrack to the highly competitive series that appeared in the early 1994 and rethought what a motor racing show could be. Drawing the top talents from the short oval world allied to a host of established circuit racers, guaranteed a fantastic spectacle. Ultimately it was a victim of its own success and the introduction of a V8 variant started a downward slope. And the TVR Tuscan Challenge, first introduced in 1989, was another that was all about the show. The lightweight

V8 race cars were a handful to tame, and it certainly looked that way from the spectator banks. The grids were so big in the 1998 and 1999 season that the field had to be split into two heats and a final and it spawned a whole host of top sportscar talents of the future. It placed second on the MN list and still holds a place dear to our heart. Completing the podium was Super Saloons and the subsequent Thundersaloons category. Special Saloons grew out of the successful 1960s Special Saloons. While the liberal rules of Special Saloons allowed single-seaters to be clothed in saloon bodywork, the patchwork nature of the entries made it a winner. In 1985 Brands Hatch boss John Webb created Thundersaloons that were "heavily modified front-engined cars but not purpose-built spaceframe specials or single-seater based replicas." After a rule tweak in 1992 Brands

Hatch Leisure decided to throw its weight behind the championship as an alternative spectacle to the BTCC. At a stroke, it outlawed cars the older cars that had been the backbone of the championship in the effort of creating a modern look. It soon created an empty look. Many thanks to everyone who took part and lookout for more exciting polls in the future.

Additional reporting David Addison

THE RESULTS		
Britain's most missed UK championship		
		%
Eurocar V6		30%
TVR Tuscan Challenge		19.4%
Super Saloons/Thundersaloons		14.4%
Production Saloons		11.1%
Renault Clio Cup		7.8%
Formula 5000		5.6%



The Eurocar V6 category attracted a host of front-line racers



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FEATURE

There is no question of WSR's pedigree in the British Touring Car Championship. The Surrey-based squad has taken five teams' titles alongside a similar number of constructors' awards. Colin Turkington has landed four drivers' crowns and now new recruit Jake Hill will be firmly aiming to add to those impressive statistics.

Hill, who was fifth in last season's chase in a Ford Focus, will form part of WSR's three-car attack on the 2022 championship in a BMW 330e M Sport alongside two as-yet unnamed team-mates and the Tunbridge Wells racer knows it is a golden chance to finally arrive at the BTCC's top table.

The 27-year-old explains: "Driving for [team principal] Dick Bennetts and WSR is literally a dream come true for me. I can't underestimate that. Since coming into touring cars properly in 2016 I have always aimed for the top, even if it seemed totally unachievable. And now, here we are: we have done it."

Hill's early BTCC career was defined by a constant struggle for cash and grabbing what deals he could to get himself on the grid. After bit-part seasons he finally got his first full shot in 2016 with Team Hard. While that was hardly the most potent machine, a switch to a Team Hard-run VW CC proved a step up and Hill performed miracles in a wet-dry race at Brands Hatch in 2018 to score a podium finish. It was a flash of his ability, but that season was truncated when the funding ran dry.

The 2019 season was a turning point for Hill. Partnered alongside ex-Formula 1 driver Mark Blundell in a Trade Price Cars Racing Audi S3, Hill easily outpaced his famous team-mate and took a breakthrough win at Knockhill in September. But it wasn't just the mark he made on the stopwatch that turned heads: Blundell, with a hand in looking after up-and-coming sports talent, was impressed too and soon co-opted Hill into his management stable.

"It was clear that Jake had the ability and that was widely acknowledged by everyone in the paddock," said Blundell at the time. "What we needed to do was to put a structure around him to help him up to the next level of his career."

To that end – and aiming to capitalise on the commercial platform offered by the BTCC – MB Motorsport was formed for 2020. Taking over the assets of the AmDTuning.com team allowed the team to field Sam Osborne and Hill in a full assault in the ageing but still rapid Honda FK2 models. There were no wins but the Hill was fifth in the Independents points.

Last season's swap to a Motorbase Performance-overseen MB Motorsport Ford Focus brought yet another staging post: two triumphs and Hill went into the season's finale at Brands Hatch as one of those in with a mathematical chance of the title. He eventually finished fifth overall.

The deal to join WSR in a ROKiT-backed MB Motorsport BMW 330e M Sport for 2022 might be a dream come true for Hill but it will ramp up

REACHING THE TOP OF THE BRITISH TOURING CAR HILL



Jake Hill is aiming for the 2022 title

Matt James speaks to the new WSR BTCC recruit who has high hopes for 2022

Missile: Hill will swap to a WSR-run BMW

the pressure on the racer. There will be no excuses in a title-winning chassis and the illustrious team.

Hill thinks his progress over his 170-race BTCC career will stand him in good stead. He says: "I have matured a lot [since I started]. That is probably the most important thing I have added to my armoury over the recent seasons. I have learned how to deal with stressful situations and I have also learned how to drive within myself when I need to but at the same time push as hard as need to when the situation requires it."

"I have learned when and how to do what I need to do. That is so important in

the BTCC game. It is the hardest championship in the UK – and probably in the world – to try and conquer. You just have to be very methodical with what you do and try to not get caught up in too much drama. You need to keep scoring the points regardless of what is going on around you. Having a cool head is key to that."

And a cool head is something that is a necessity at WSR. Along with the vast knowledge of team boss Bennetts himself, the open-door policy on data sharing across all three cars is something that helps the whole programme move forward. It means

Hill can contribute to the success of the season but is also in prime position to learn too, particularly if WSR confirms the return of four-time title winner Turkington for 2022. While Hill's MB car will be branded by ROKiT, that will be the only difference from the two sister Team BMW-entered machines.

And team boss Bennetts is dedicated that there will be a more cohesive approach across the trio of WSR-operated 330s this season. The Kiwi says: "When we sit round and discuss the car, there are no secrets. I want the engineers across all three cars to work more closely together this year. There

were sometimes last year when [2021 driver] Tom Oliphant's engineer and Tom went down off on a tangent. That won't happen so much in 2022 and we will all work together as a team."

It is not only Hill who will be learning. As is the case with many of the leading drivers, Hill has corralled a team around him that is making the switch as well, including his race engineer Craig Porley and his data engineer.

"It is great to have a little bit of continuity – especially with the race engineer. Ultimately, that is the person you spend the most amount of time with," says Hill. "Craig is, without question, the best engineer I have worked with. He fully understands me and he is extremely clever too. He knows just what I want from a race car but, of course, this is going to be a bit of a journey for both of us to settle into a rear-wheel-drive touring car but I have spent many of my formative years in rear-wheel-drive race cars so I am not fazed. Craig and I will just have to work out how to come up with the best car we can."

Porley, whose day job is in the R&D department of the Red Bull Formula 1 team, will be returning to WSR

"I have learned how and when to attack"

Jake Hill



ROKiT will back '22 programme



Blundell (l), Hill and Bennetts (r)

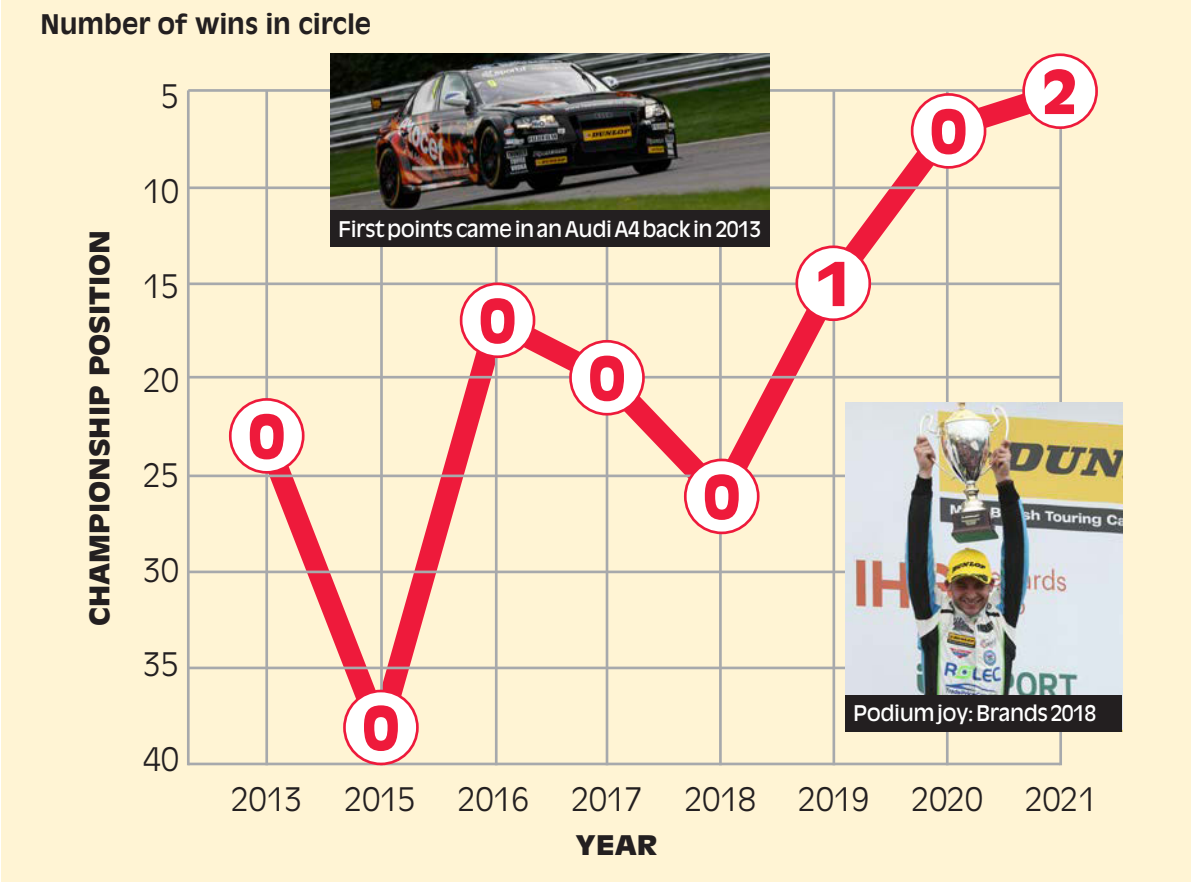


MB Motorsport is ambitious



Hill got race-winning habit in 2021 Ford Focus

JAKE HILL'S BTCC RECORD



after a stint with the team back in 2009. Hill can see the benefits of the open-door policy at WSR. He says: “Dick has made it perfectly clear that there is a free-flow of information around the team from the drivers and also from the engineers and that is something I wanted too. For newbies coming into the team like Craig and I, that is going to be a fantastic tool to have and I plan to use that as much as I can.”

As well as crunching the numbers back at base, perhaps one of the key elements that WSR has a track record at handling better than any other team on the grid is managing the harmony within the team – particularly if more than one of them has a shot at the crown in the dying throes of the 30-race campaign.

Hill is quite forthright. “I will be there to beat all my team-mates,” he says. “All the drivers will be working together and I am happy about that, but the rules set out by Dick are simple: you can continue with what you are doing until it is mathematically impossible for you not to win the championship and then you help the other one out. Those are the rules as they are set out and I think that is perfectly acceptable. We’ll work for ourselves, but we’ll all be working to

make the BMW the best it can be too.”

All those are things for the future. For now, the pressure is on to get the new-for-2022 hybrid kit fitted to the machines and most plan to be out testing in March. The new push-to-pass system will change the mindset of how the drivers go about maximising their race weekend, but Hill says there is still much to discover.

“It is very much going to change what we do but I haven’t driven a car fitted with that system yet,” says Hill. “Until all of the drivers have done some testing with it, I don’t think they are honestly going to know what the best scenario is of how to play a race weekend, or even a race or a tricky scenario in a race.”

“We also haven’t had the final details of how it is going to be used and how much of the system we are going to be able to use [in terms of sporting regulations].”

“There are lots of factors which are still unknown but it is going to change the way we race and the way we prepare for a weekend but it is a new challenge and I love a new challenge as much as the WSR team does.”

WSR will embrace the challenge and also its newest recruit. Bennetts says that there is already a growing bond between the mechanics and the racer

himself, which has been helped along by some sweet treats.

“He has been to the workshop a couple of times already and he is asking all the right questions. He is ready to learn,” explains Bennetts. “He has already shown that he is determined and puts bad things that happen behind him and always looks forward. He has a good positive attitude.”

“He has fitted in [to the team] straight away. One of the times he came to the workshop, he brought doughnuts for everyone and they responded by showing him a photo of him and Oliphant crashing into each other at Surtees at Brands last year. The banter has definitely started...”

While the pressure is off right now, it will be much more serious when the cars are lined up on the grid at Donington Park on April 24 ahead of the opening round. That’s when the next chapter in Hill’s BTCC journey will truly begin.

“Obviously I want to conquer this championship,” says Hill. “But I would love to finish in the top three in 2022, and I think that is a realistic aim but the other key factor for me is to try and beat my team-mates. They are in the same bit of kit as me and if I can beat them on the track and in the points then that will show that I have done the best job I could have.” ■



British racer uses ice driving skills when conditions are mixed
Sideways is ice and easy for Hill

Taking a podium on slick tyres in the wet in the final race of the day at 2021’s curtain-raiser at Thruxton last year gave Jake Hill the points lead.

It was another example of his superb car control, something which is always evident when the Tarmac is offering varying levels of grip. His first podium in 2018 came in mixed conditions and when the heavens open, Hill likes, as he puts it, “dancing with the devil”.

“I feel that I have an advantage over a lot of other drivers in that type weather – maybe not the elite like Colin Turkington, Ash Sutton and Josh Cook – but over a lot of the rest,” he says.

“I don’t know what it is, but I just feel like I have the ability to push the car to its very limits without going beyond them and finding where the grip is.

When it is damp all bets are off. I love it; having complete control over the car no matter what angle it is at.”

His comfort with limited grip has shone on his numerous historic outings over the last three years, but Hill has another more slippery ace up his sleeve too.

“Most seasons I go out to Sweden ahead of the season to do some ice driving with a company called Ice Drive Sweden,” he reveals. “I do some instructing out there at my friend Conor (Flynn)’s ice driving school, but I also get the time to have a play myself. It helps me to understand what I need to do when there is no grip. I advise anyone who is into motorsport to go and have a go at it because it is just so much fun.”

CV

Jake Hill
From: Tunbridge Wells Born: February 22, 1994

2022: British Touring Car Championship in MB Motorsport BMW 330e M Sport
2021: British Touring Car Championship, MB Motorsport Ford Focus; two wins, seven other podiums, fifth overall. Raced Chevron B26 and Lotus Elan 26R – won Historic Festival at Spa in the Elan; Gerry Marshall Trophy winner at Goodwood Members’ Meeting (Ford Capri)
2020: British Touring Car Championship, MB Motorsport Honda Civic Type R; six podiums, seventh overall. Class win at Goodwood Speedweek in Nissan R32 GTR
2019: British Touring Car Championship, Trade Price Cars Racing Audi S3; one win, one other podium, 15th overall. Wins with Rob Fenn in Lotus Elan 26R at Brands Hatch, Paul Ricard and the Nurburgring. Won Masters event at Brands Hatch and at Silverstone Classic with Fenn in Ford Mustang
2018: British Touring Car Championship, Team Hard Volkswagen CC (five rounds only); one podium, 26th overall. Pre ‘66 GT race winner at Silverstone Classic in Lotus Elan 26R
2017: British Touring Car Championship, Team Hard Volkswagen CC, 20th overall
2016: British Touring Car Championship, Team Hard Toyota Avensis, 17th overall
2015: British Touring Car Championship, AmdTuning.com Audi S3 (three races); Porsche Supercup (one race); British GT4 (AmdTuning.com Porsche 997 (five rounds), 17th in GT4 (10th in GT4 Pro Am), one podium
2014: Porsche Carrera Cup GB, In2Racing (four races), two overall podiums
2013: British Touring Car Championship, Rob Austin Racing Audi A4 (three races); Motorbase Performance Ford Focus (three races), 23rd overall
2012: Ginetta GT4 Supercup, Tollbar Racing (18-race season); one win, five other podiums, seventh overall
2011: Ginetta GT4 Supercup (G50) class, Optimum Motorsport and Tollbar Racing; four class wins, 13 other class podiums, fourth in G50 class
2010: Ginetta Junior Championship, Tollbar Racing; runner up with 10 wins and three other podiums
2009: Ginetta Junior Championship, Tollbar Racing (12 rounds); three wins, two other podiums, 11th overall
2008: Ginetta Junior Winter Series, Tollbar Racing, fourth overall

Goodwood glory in 2021

Knockhill win in 2019

Supercup switch for 2011

Making a mark in 2009

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M-Sport man takes 80th career victory with eighth Monaco win LOEB SNATCHES SENSATIONAL LAST-GASP MONTE GLORY



Ogier (l) was gracious in defeat

By Graham Lister

Sebastian Loeb produced the ultimate comeback drive to win a thrilling Monte Carlo Rally for M-Sport as the World Championship's new hybrid era began in dramatic fashion.

In doing so the nine-time champion, whose last WRC appearance was in Turkey in September 2020, drew level with Sebastian Ogier at the top all-time Monte winners' list.

Ogier was set for a ninth Monte win with a 24.68 lead heading to the penultimate stage. But a front-left puncture proved costly for the Toyota Yaris driver, who slipped 9.5s behind with just the nine-mile Powerstage remaining.

A 10-second penalty for a jumped start then effectively widened that gap to 19.5s. Despite Ogier's storming drive, Loeb took M-Sport's all-new Ford Puma Rally1 to victory by 10.5s.

It was Loeb's 80th WRC win and the first for his new co-driver Isabelle Galmiche, who became the first woman since Fabrizia Pons in 1997 to win a WRC event.

Irishman Craig Breen completed the podium in a second M-Sport Ford Puma after learning prior to the start that Northern Ireland's WRC to join the 2022 WRC calendar had failed.

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MOTORSPORT
NEWS

RETRO

THE BTCC'S STARS THAT SHONE BRIEFLY

We look back at tin-tops' one-time winners p18



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WHAT'S ON

YOUTUBE



Check out Hill's thrilling Goodwood run on YouTube

In this week's Motorsport News we check in with British Touring Car Championship star Jake Hill on his very bright prospects this year in a West Surrey Racing BMW.

And to get a sense of Hill's considerable skills behind the wheel, YouTube once again is our friend. We have an onboard view of him putting Ric Wood Motorsport's Group A HKS Nissan Skyline R32 on the edge in his final run up the Goodwood hill at last year's Festival of Speed on the car's debut.

And Hill sets a 48.96-second mark, which won the event's touring car shootout and

placed Hill fifth overall. As we know, the Goodwood climb is essentially a hemmed-in country lane, and Hill doesn't leave much on the table as he saws at the wheel and bounces off the rev limiter.

This Nissan Skyline has provenance too: known as Godzilla it in the 1990s achieved fame by dominating the Japanese Grand Touring Championship.

You can watch the run on Ric Wood Motorsport's YouTube channel at: youtube.com/watch?v=T4gM4mq8DnA or by searching for: 'Jake Hill's HKS Skyline Final Shootout Run at

Goodwood FOS – 48.96 Seconds - On-Board Footage'.

And if you want a bit more of Hill in a Ric Wood Nissan then the YouTube channel has more, with Hill taking Motor Racing Legends Historic Touring Car pole at Spa at: youtube.com/watch?v=SYgSrr6Kk0A, and there's a 360-degree onboard view of him a Spa too at: youtube.com/watch?v=EKAfCxdQUM.

Plus you can watch Hill setting a shootout lap record at 2020's Goodwood Speedweek. That's at: youtube.com/watch?v=FTEJMAAIAuU.

Graham Keilloh

TV GUIDE

On a quiet week for motorsport on the telly, there is a quite a mix of action to watch.

For starters there's a review of last year's inaugural Extreme E season on BT Sport 1 at 0600hrs-0700hrs on Monday.

BT Sport also has a show called Gearing Up that promises 'the hottest action from the world's most unique motorsport events'. That's at 0600hrs-0630hrs today on BT Sport 2 then at 1530hrs-1600hrs also today on BT Sport 3. It's shown again on Friday, Saturday and Monday.

Sky Sports F1 this weekend has

a look at rising IndyCar star Pato O'Ward and his Arrow McLaren SP squad challenging for 2021's title in only the team's second season. That's on at 1630hrs-1730hrs on Saturday and 1400hrs-1500hrs on Sunday. The channel also this week is continuing to show last year's Formula 1 action including practice.

On Wheeler Dealers, on Quest at 1200hrs-1300hrs on Saturday, they purchase a vintage 1916 Cadillac and seek to ready it for the 9000-mile Peking-to-Paris rally. And still on Quest early on

Sunday at 0600hrs-0700hrs there is World's Greatest Cars wherein a panel of experts, intriguingly, discuss the five best rally cars.

If you wish, you can make your Sunday morning rally themed indeed, as at 0735hrs-0800hrs on Dave there's Lazy Boy Garage where they seek to turn an Opel Kadett into a rally car, then on more Wheeler Dealers on Discovery at 0900hrs-1000hrs they seek to do the reverse by turning a Volvo Amazon 122 with a rally heritage into a road-worthy machine.

Graham Keilloh



Head to BT Sport to catch up on the Extreme E year

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Dean Chilvers had some late-season sun at the Abu Dhabi F1 test



Atmosphere, from David Harbey



Rich Cranston: Donington testing



Dean Chilvers caught Frank Bird



Sideways is best, from Gary Hill

Photographs must be of a good quality and please send no more than three images

NEXT EDITION

OUT THURSDAY, FEBRUARY 10

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The DTM star and McLaren tester tackles the MN readers' posers

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EDITORIAL

Editor: Matt James
Tel: 07884 117139
Email: Matt.James@kelsey.co.uk

Deputy Editor: Graham Keilloh
Tel: 07973 829291
Email: Graham.Keilloh@kelsey.co.uk

Reporter: Nick Garton
Nick.Garton@kelsey.co.uk

Art Editor: Mike Stokoe
Tel: 07957 282340
Email: mikestokoe@gmail.com

Contributors

Historics Editor: Paul Lawrence
Rallycross Editor: Hal Ridge
Columnist at large: David Addison
Columnist and track tester: Andrew Jordan
Technical Editor: Carl Faux

ADVERTISING

Director: David Lerpiniere
Tel: 01732 445326
Email: david@talkmediasales.co.uk

Sales Director: Russell Bedford
Tel: 01732 445328
Email: russell.bedford@talkmediasales.co.uk

Ad Manager: Natalie Harman
Tel: 01732 446757
Email: natalie.harman@talkmediasales.co.uk

PRODUCTION

Advert Production Manager: Matt Ryan
Tel: 01732 445755
Email: Production@talkmediasales.co.uk

MANAGEMENT

Chief Executive: Steve Wright
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Yalding Hill, Yalding, Maidstone Kent ME18 6AL

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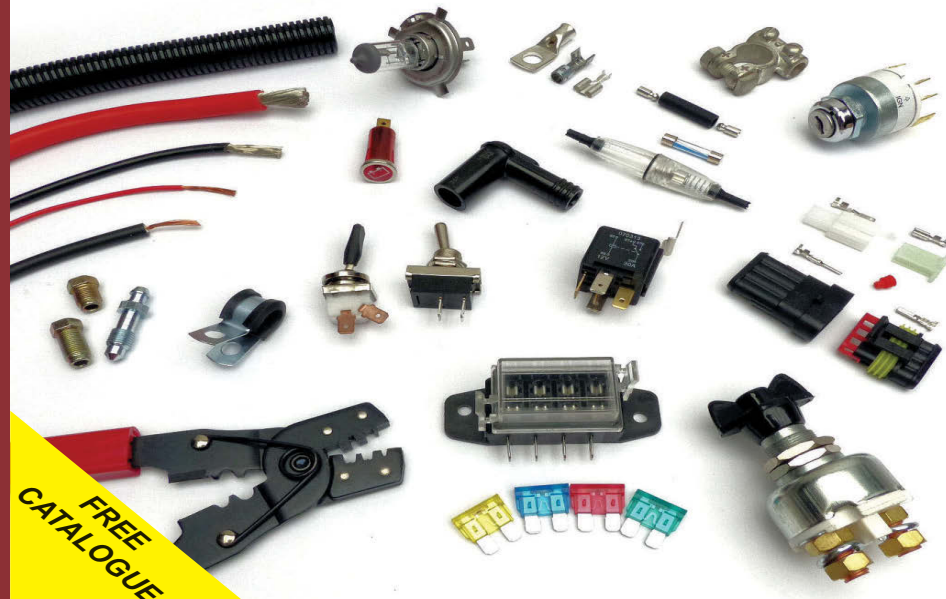
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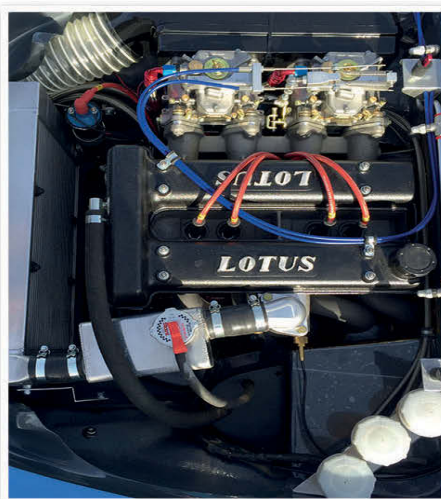
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Russell Bedford

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T: +44 (0) 1732 445 328

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Account Manager

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